PUBLIC COMMENT AND RESPONSE SUMMARY
Brent Spence Bridge Corridor Project (Item No. 6-17 | PID 89068)

Comment Number	Nature of Comment	Comment	Response
001	BSB Companion Bridge	06/01/2022 - ODOT Website Comment - The new companion bridge should include a pedestrian facility, so that people don't have to detour a mile out of their way to cross the river.	The Brent Spence carries limited access vehicle traffic and the current alternative is continuing with this pattern. As such pedestrian facilities are not planned on the freeway components. The region has multiple pedestrian crossings of the Ohio River with the closest being the Clay Wade Bailey bridge 600' east of the existing Brent Spence Bridge.
001A	Roadway/Bridge Design	06/08/2022 - ODOT Website Comment - With plans for a second bridge, consider using 1 for truck traffic and one for automobile traffic, separating the two would make for a more efficient and safe roadway. In fact it would be worth studying in areas where you have the space to make truck only lanes, to keep trucks from making lane changes. and bottlenecking traffic, and keeping cars from cutting in and out of the truck traffic.	Thanks for your comment concerning the Brent Spence Bridge Corridor project. We understand your concerns with the intermixing of two different vehicle classifications; however, we will not be considering independent truck lanes. We are making improvements to separate the traffic wanting to access local destinations with those traveling through the central business districts. Local destination traffic will utilize a collector-distributor system. This should minimize the weaving of traffic in the corridor.
001B	Storm and Sanitary Ft. Wright Ramps	06/12/2022 - Email - I am on the Fort Wright City Council and past member of the Board of Sanitation District No. 1 thus these two points. When it rains the water flow from I75 between Kyles Lane north to the bridge is directed off the expressway into the sewer systems in Covington. This system is a combined sanitary and storm system. This diversion of water causes the system to overflow, creating health hazards and violations of the Consent Decree Northern Kentucky is operating under. These overflows are costly to all Northern Kentucky residents and businesses. A while back, transportation officials had made presentations to citizens, cities, and others including SD1. Dave Rager who was then the Executive Director of SD1 and his engineering team met with those transportation officials. Out of those meetings a verbal commitment was made to Northern Kentucky that waters from the I75 corridor in this area be capture and transported to the Ohio River in storm water piping to be designed into and added to project. No more water was to be directed to Covington. Not sure of this part, maintenance of this piping was to be the responsibility of the transportation cabinet. This note is a reminder of that commitment, so those attributes are included in the design. The second point that needs to be addressed are the proposed exits	KYTC has committed to strive to separate the highway drainage from combined sewer systems as part of the BSB Corridor Project. Where separation is not feasible, adequate detention per KYTC standards will be provided. Furthermore, KYTC committed to participate with Sanitation District No. 1 of Northern Kentucky (SD1) efforts to bring applicable agencies together to discuss, investigate, and evaluate mutually beneficial arrangements. Since those original commitments were made, the City of Covington has reassumed storm water responsibility from SD1. The City is responsible for storm water runoff until it reaches the combined sewer system, at which point it becomes the responsibility of SD1. Given this development, KYTC has been engaged in on-going coordination with both the City of Covington and SD1. These efforts have included several meetings and the preparation of a Willow Run Storm Water Separation Feasibility Study Report (March 2022) to evaluate alternative drainage layouts for storm and sanitary separation. These coordination efforts will be on-going during the projects design, construction, and maintenance phases. The preferred alternative for the Brent Spence Bridge Corridor project will widen I-71/I-75 through Ft. Wright, Kentucky and will rebuild the Kyles Lane and Dixie Highway interchanges. However, the configuration of these interchange will match what currently

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001B (cont.)	Storm and Sanitary Ft. Wright Ramps (cont.)	and entrances to I75 at Fort Wright. As we understand these, as drawn, place an economic burden on merchants on Dixie Hwy near Kyles Lane. Additionally, those exits are the main entrance to Fort Wright and need to be convenient and welcoming to motorist traveling along I75. The city with its engineering team would like to meet with the transportation planners so we can, 1) understand the drawings, and 2) arrive at an understanding that negates our concerns about the impact to The City.	exists, and the access to Ft. Wright will be unchanged. Furthermore, value engineering efforts and design refinements have reduced footprint of the project in these areas. The project will be constructed largely within the existing transportation right-of-way. No commercial merchants will be displaced in these areas, although one residence will be displaced. KYTC will continue to coordinate the projects impacts with the City of Ft. Wright through the project's design and construction phases.
002	Bridge Closures	07/02/2022 - Web Comment - I use I-71 from Louisville to get to Columbus Ohio. My last trip I was very excited that the southbound trip over the bridge was no longer detoured. Is the northbound repair work done? I travel from the St Louis area and used to take I-70 to Columbus but it is a royal mess around Indianapolis and I prefer to take 64 to 71. Please let me know as I can take another bridge but it is not as convenient as the Brent Spence Bridge. Thank you.	The Brent Spence Bridge is not under any long-term closures. Travelers can review real-time traffic information to determine if their routes are affected by work zones or other incidents at: https://goky.ky.gov/ and https://ohgo.com/.
003	Project Mailing List	07/05/2022 - Web Comment - I'd like to receive the BSB updates.	This individual was added to the project mailing list.
004	Project Mailing List	07/06/2022 - Web Comment - Please register me.	This individual was added to the project mailing list.
005	Aesthetics Noise	07/09/2022 - Web Comment - I am on the Fort Wright City Council. These thoughts are in addition to my previous suggestions. 1) When traveling North on I75 say to Dayton several overpasses have been decorated by local cities making them very attractive, welcoming, and pleasing to motorist. An opportunity exists to accomplish the same here in Kentucky. The first overpass south of the Bent Spence Bridge is Kyles Lane. The city would like to discuss enhancing the aesthetics of that overpass and welcoming motorist to the city. An opportunity exists for the state to partner with the city on this upgrade to welcoming motorist to Kentucky. 2) Several Fort Wright residents who live east of I75 approached the city concerning noise abatement of traffic which will be closer to them and increasing. Addressing these concerns is imperative.	A Project Aesthetics Committee was formed as a subgroup of the Project Advisory Committee (PAC) to evaluate aesthetic treatments through the corridor, including corridor themes during the project's initial development stages. The Aesthetics Committee is scheduled to reconvene in 2022 to continue its evaluation of aesthetics throughout the BSB corridor. KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts. KYTC will continue to coordinate the projects aesthetic and noise components with the City of Ft. Wright through the project's design and construction phases.
006	Construction	07/11/2022 - Web Comment - Is there a site already in place for suppliers to sign up and/or provide capabilities statements?	There is an option on the BSB Corridor Project Procurement Information website to submit contact information and submit comments or questions: www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/

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007	Project Mailing List	07/15/2022 - Web Comment - Please add me to your contact list to receive project updates.	This individual was added to the project mailing list.
008	General Support	07/15/2022 - Web Comment - Looking forward to getting this done.	Comment noted.
009	Project Mailing List	07/15/2022 - Web Comment - Please add me to the mailing for updates. Thanks.	This individual was added to the project mailing list.
010	General Support	07/15/2022 - Web Comment - Thanks.	Comment noted.
011	Project Mailing List	07/15/2022 - Web Comment - Please send updates.	This individual was added to the project mailing list.
012	Pike Street	07/15/2022 - Web Comment - How is the corridor going to affect Pike Street in Covington, KY?	Near Pike Street, Preferred Alternative I (Concept I-W) will widen I-71/I-75 from 7 to 11 lanes and will build two parallel collector-distributor (C-D) roadways to provide access to local streets. Traffic will exit I-71/I-75 and travel down the C-D road to access Pike Street. In addition, portions of Pike Street will be rebuilt to accommodate the widened interstate and C-D roads.
013	Project Mailing List	07/15/2022 - Web Comment - Subscribe.	This individual was added to the project mailing list.
014	Project Mailing List	07/15/2022 - Web Comment - Hello, we are one of 7 state welcome centers for KY. We would like to stay informed about the bridge project.	This email address was added to the project mailing list.
015	BSB Companion Bridge	07/15/2022 - Web Comment - Why are they making the new bridge smaller. That is where a large amount of traffic is.	The Preferred Alternative (Concept I-W) will rehabilitate and reconfigure the existing double decker Brent Spence Bridge (BSB) to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing BSB will serve local traffic. In addition, it will construct a double decker companion bridge with five lanes on each deck west of the existing BSB. The new companion bridge will serve through (interstate) traffic. With both bridges, the total number of lanes across the Ohio River will increase from 8 to 16. Traffic analyses completed for the project show these lanes will restore acceptable traffic flow across the river.
016	Project Mailing List	07/15/2022 - Web Comment - Signing up.	This individual was added to the project mailing list.
017	Project Mailing List	07/15/2022 - Web Comment - Receive updates.	This individual was added to the project mailing list.
018	Project Mailing List	07/15/2022 - Web Comment - Please keep me informed. Thanks.	This individual was added to the project mailing list.

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019	Traffic	07/15/2022 - Web Comment - I know everyone is happy the bridge is getting done. My concern is, is it going to be able to handle future traffic 40 yrs from now. I'm a big believer I-71 needs to be pushed around 275. Why is this so hard to understand.	The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel through the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. Studies conducted by KYTC concluded that bypass options do not postpone the need for a new Brent Spence Bridge or the need for improvements to I-71/I-75.
020	Project Mailing List	07/16/2022 - Web Comment - Please sign me up for updates.	This individual was added to the project mailing list.
021	General Support	07/16/2022 - Web Comment - The new 2022 revision is awesome. Way to go Governor's! I can't wait 'till this is shovel ready! God Speed!	Comment noted.
022	Project Mailing List	07/16/2022 - Web Comment - Sign me up.	This individual was added to the project mailing list.
023	Project Mailing List	07/16/2022 - Web Comment - Please sign me up for regular updates.	This individual was added to the project mailing list.
024	Project Mailing List	07/16/2022 - Web Comment - Trying to sign up for updates in the Brent Spence bridge.	This individual was added to the project mailing list.
025	Project Mailing List	07/16/2022 - Web Comment - Please provide updates on the Brent Spence project.	This individual was added to the project mailing list.
026	Project Mailing List	07/16/2022 - Web Comment - Add me to your update list please.	This individual was added to the project mailing list.
027	Project Mailing List	07/16/2022 - Web Comment - Updates on Brent Spence bridge please.	This individual was added to the project mailing list.
028	Project Mailing List	07/16/2022 - Web Comment - Sign me up	This individual was added to the project mailing list.
029	Project Mailing List	07/16/2022 - Web Comment - Please send bridge updates to my email	This individual was added to the project mailing list.
030	Project Mailing List	07/17/2022 - Web Comment - I'd like to be on email update list.	This individual was added to the project mailing list.
031	Project Mailing List	07/17/2022 - Web Comment - Signing up for emails about the project updates	This individual was added to the project mailing list.
032	Noise Air Quality Right-of-Way	07/17/2022 - Web Comment - As a resident of West Covington who will be impacted by this expansion, what will you be doing to reduce noise levels and pollution that will subsequently come from this proposal? Also, how can I find out what streets will be impacted and potentially fall to eminent domain?	KYTC is currently conducting a noise analysis to identify any noise impacts associated with the BSB Corridor Project and to identify mitigation measures for any identified impacts. Air quality analyses conducted for the project showed reduced vehicle emissions due to reduced traffic in the corridor. Mapping showing relocations associated with the project will be available at the project's public hearing.

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033	Project Mailing List	07/17/2022 - Web Comment - I would like to get updates on the project.	This individual was added to the project mailing list.
034	Project Mailing List	07/18/2022 - Web Comment - Please provide updates on the Brent Spence Bridge and associated area improvements.	This individual was added to the project mailing list.
035	Project Mailing List	07/18/2022 - Web Comment - Please send updates.	This individual was added to the project mailing list.
036	Project Mailing List	07/18/2022 - Web Comment - Please sign me up.	This individual was added to the project mailing list.
037	Roadway/Bridge Design	07/18/2022 - Web Comment - I am assuming there will be a divider between the north and southbound lanes on the updated drawing. It doesn't seem very safe to have north and south bound traffic side by side without a barrier between them. People aren't always good at holding their lane. We have enough bad accidents when everybody travels in the same direction. I am also curious what type of protection will be on the outer lanes to prevent vehicles from being jettisoned into the river. It seems to be a common practice to just put a short concrete wall on the edges, which has proven to be deadly for disabled vehicles in the past.	All northbound and southbound traffic on I-71 and I-75 will be separated with a median barrier. The outside lanes on the bridges over the river will be protected by a bridge parapet that meets all current safety standards. In addition, standard shoulders will be provided on the existing and new companion Brent Spence Bridges to provide room to accommodate disabled vehicles.
038	Project Mailing List	07/21/2022 - Web Comment - I wanted to sign up to receive updates on the project.	This individual was added to the project mailing list.
039	Project Mailing List	07/21/2022 - Web Comment - Send updates.	This individual was added to the project mailing list.
040	Project Mailing List	07/21/2022 - Web Comment - I am an acoustic design consultant and working with several clients on potential highway noise from the project. Please send project updates. Thank you.	This individual was added to the project mailing list.
041	Project Mailing List	07/21/2022 - Web Comment - Please include me in any updates, thanks.	This individual was added to the project mailing list.
042	Project Mailing List	07/21/2022 - Web Comment - Looking forward to updates on the new bridge.	This individual was added to the project mailing list.
043	Project Mailing List	07/22/2022 - Web Comment - Sign me up.	This individual was added to the project mailing list.
044	Project Mailing List	07/22/2022 - Web Comment - Please keep me updated on the progress of the bridge project.	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
045	Right-of-Way	07/26/2022 - Web Comment - My daughter's home is located at [REDACTED] Watkins Street, in Covington, which is right next to the 12th Street ramp to Southbound I-71/I-75. Will her home be taken for the bridge expansion?	My apologies in the delay of the response to your inquiry regarding project impacts associated with the Brent Spence Bridge Corridor Project, specific to property located along [REDACTED] in Covington. Based on current plans, the property located at [REDACTED] is a potential partial acquisition (strip taking - a portion of the land, but not the structure) and could be impacted by the project.
046	Contact Information	07/27/2022 - Web Comment - Is there an email address to which public comments can be sent, in lieu of using this online form?	Emailed comments may be directed to: mailto:info@brentspencebridgecorridor.com.
047	Roadway/Bridge Design	07/28/2022 - Web Comment - On the KY side of the 'Through Traffic Bridge' - where is the 'alternate I71/75' ROAD going to be? Which side of I71/75 - East or West - will this new ROAD be? How will this new ROAD connect to the existing I71/75 in Ft. Mitchell?	Preferred Alternative I (Concept I-W) will rehabilitate and reconfigure the existing double decker Brent Spence Bridge to carry local traffic and build a new double decker companion bridge just west of the existing BSB to carry through (interstate) traffic. The I-71/I-75 lanes will be realigned to provide access to the new companion bridge just north and south of the Ohio River. I-71/I-75 will remain along the same alignment for the remainder of the project corridor, including in Ft. Mitchell.
048	Traffic	07/28/2022 – Email – Two main questions. By my calculations, the respective peak hours increase 75% from 2017 to the projection. The respective peak periods (the peak 4 or 5 hours) increase 30%. As you shared, we are assuming the peak periods would be consistent with pro-covid (at worst). This discrepancy creates real design challenges or opportunities for cost savings/design improvements. I can't speak specifically to design capacity of expressway lanes, but the current bridge with 8 narrow lanes with really-really troubling movements can run 91k vehicles at the respective AM/PM periods. The Companion Bridge with really great geometry and very normal movement has 73K vehicles on 10 lanes. If peak flow was consistent pre-covid, could you put 71 and local traffic on the original bridge? It probably all comes down to the black box, so just throwing out some observations.	Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. The proposed improvements will add lanes to I-71/I-75, dramatically reducing these bottlenecks and allowing more traffic to pass through the corridor without slowing or stopping due to congestion. The apparent 75-percent increase in traffic volumes does not necessarily result from an increase in the number of vehicles desiring to travel through the corridor. Rather, it is an increase in the number of vehicles that are actually able to move unrestricted through the corridor during peak travel periods due to a reduction in traffic congestion. The remaining traffic growth is based on the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) travel demand model, which accounts for population and economic growth, among other factors. The preferred alternative for the BSB Corridor Project was analyzed using pre-COVID traffic as a base condition. Traffic volumes for the year 2050 were then forecasted using the OKI regional travel demand model. Based on analyses conducted using these volumes, the original BSB could not accommodate all I-71 and local traffic volumes.

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

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

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061	Information Request	10/09/2022 - Web Comment - Hello, I am requesting that the public comment paper titled "Working Position Paper: Redesign of the Brent Spence Bridge Project" by Ryan Laber, P.E as provided to ODOT and KYTC via email on 1/17/2022 be provided to me via email and made available on the project website for public review. Currently, the proposition paper is not available under the documents section of this website. It is not possible for one to make an informed opinion of the project team's response ("Ohio Department of Transportation Response to Public Comment: Working Position Paper: Redesign of the Brent Spence Bridge Project", dated approx. 10/1/2022) to this public comment without making the original public comment available.	The "Working Position Paper" was provided as requested. Because the "Working Position Paper" was not prepared by KYTC or ODOT as part of the BSB Corridor Project development but rather was submitted as a public comment, it will not be posted in the document center of the project website. However, it will continue to be provided upon request.
062	Information Request	10/19/2022 - Web Comment - Is it possible for you to send through a copy of the Appendices A to F that support the Design Summary report please?	The appendices to the Design Summary Report were provided as requested.
063	Project Footprint	10/25/2022 - ODOT Web Site - There is a once in a lifetime opportunity to reimagine this corridor. Please listen and hear citizens and community members who are loudly expressing interest in almost any other plan than the current. Giving the land that is current a sprawl of urban highway, back to the city would create some much opportunity for our city. At the very least, please add caps to the current plan. Additional retail and pedestrian space replacing the current mess would lead to so much growth for our city, both in pride and in dollars, similar to the banks. There are unfortunately many who are unaware of this project, and that alternatives actually exist, but who would absolutely cherish new city space.	ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals.
064	Traffic Project Footprint	10/25/2022 - ODOT Web Site - The dual bridge plan will only invite more traffic to the highways thus negating any initial positive gains in how long it takes to get through this section of the city. We need to be using this federal funding to find ways to make traveling off interstates more efficient and accessible. Please rethink this plan and find ways to give back public/private land and encourage public transportation.	The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. As currently planned, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. ODOT is continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals. The project will construct sidewalks, shared use paths, and bike lanes that will connect to existing public transit stops.

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065	General Opposition	10/25/2022 - ODOT Web Site - The Brent Spence should be sunk; the period in which the Brent Spence was not operating was functional and superior than normal operations. Through trucking should *not* go through the Cincinnati basin Short of this, the bridge should be rail and bike/ped only; there is no valid reason for automobiles and trucks to pass through the city at this juncture.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
066	Project Footprint Project Development Process	10/25/2022 - ODOT Web Site - Hello! If we're spending $3 Billion on a vanity project for ODOT, we should at least do something worthwhile with it. This project gives us the opportunity to reduce the footprint of I-75 through downtown Cincinnati, correcting a terrible mistake made decades ago, and reconnecting a neighborhood decimated by racist transit policy. ODOT's refusal to consider any changes to their decades old plan, and refusal to further engage with residents or the City disgusts me as a lifelong Ohioan. Your response to the "Westway Emails" was filled with underhanded disrespect and proves how little you care about the input of regular Ohioans. Ten years is an incredibly long time; needs and wants change. Has ODOT approached the City at all within the past two-years to see if their preference to maintain the Downtown connections to I-75 has changed? Has ODOT truly considered significant deviation from the plans made 10 years ago? If so, I would like for those to be made public. Those alternatives should be presented and considered on equal ground as the current proposal. ODOT's handling of this project has been sorely disappointing. Be better.	ODOT has coordinated closely with the City of Cincinnati during all stages of the project's development, including reductions to the project's footprint, access to downtown, redevelopment goals, aesthetics, multimodal accommodations, and other items. ODOT's partnership with the City of Cincinnati will continue through the project's design and construction. Since 2012, ODOT and KYTC have completed a number of additional studies and incorporated refinements into the preferred alternative for the Brent Spence Bridge Corridor Project. The documentation of these efforts is publicly available on the project website at: www.brentspencebridgecorridor.com. In addition, the public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023.
067	Traffic	10/25/2022 - ODOT Web Site - The Brent Spencer Bridge could certainly use a facelift, however traffic crossing the bridge has been dropping for several years. It is unclear why an entirely new bridge is needed. If the desire is to improve traffic conditions, why are new designs not considering removing on/off ramps that are often the cause for such congestion. The removal of these ramps would greatly benefit the cities in both sides of the river.	The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. While the project must improve traffic flow on I-75, it must also maintain ramps that provide local access and mobility. ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local accessibility, access, and redevelopment goals.

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068	Roadway/Bridge Design	10/25/2022 - ODOT Web Site - I urge the project planners to consider the redesign of the "highway spaghetti monster" proposed by Bridge Forward. This project would cost comparatively the same while increasing the amount of prime real estate available in the downtown Cincinnati area. This is an opportunity cost that could effectively pay for itself over a 50 year period. In my opinion and the opinion of most rational tax payers, this would be the best use of tax dollars in a project of this magnitude and permanence.	ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE
069	Project Footprint Quality of Life	10/25/2022 - ODOT Web Site - I would like to see this project do it's best to right the wrongs of highway planning. Reconnecting previously unconnected areas, shrinking the size of the highway and interchange footprint, and possibly adding mass transit to the mixture. I75 is currently a blight on the city of Cincinnati, especially near downtown and the West End, and with this project, it could be transformed to mitigate the negative effects of urban freeways.	While the project's primary needs are to solve transportation problem, ODOT has also pursued other quality of life goals in the project's development. To that end, ODOT has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, improve water quality by separating storm water from the sanitary system, balance regional and local traffic needs, and reduce community impacts throughout the project's development. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.
070	Public Input	10/25/2022 - ODOT Web Site - Is there going to be an opportunity for public input on what the design of the bridge and surrounding interchange is going to be? Many in the community believe an alternate design should be considered that buries the highway and reconnects downtown similar to Fort Washington way and we would like an opportunity to provide our input.	The public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023. ODOT has evaluated options for depressing I-75 similar to Fort Washington Way based on public comments received to date. Responses to those comments can be viewed on the project's website: HERE and HERE
071	Roadway/Bridge Design	10/25/2022 - ODOT Web Site - Right size and cap the highway between 4th and Ezzard Charles!!! The people of Cincinnati want downtown to be reconnected to our west side!! Most of it is already at the required depth to cap!!!	ODOT has evaluated options for depressing I-75 and constructing an urban street grid in Cincinnati based on public comments received to date. A response to those comments can be viewed on the project's website: HERE

Comment Number	Nature of Comment	Comment	Response
072	Traffic	10/25/2022 - ODOT Web Site - The traffic studies from 2021 for this interchange show that no more than 9% southbound and 5% northbound traffic actually use any of the on or off ramps to downtown. Does this meet any current ODOT minimums for requiring these ramps?	ODOT does not have a minimum required traffic volume for interstate ramps and is continuing to coordinate the project's design with the City of Cincinnati to support local access and mobility needs.
073	Project Footprint	10/25/2022 - ODOT Web Site - Looking over the project there feels like a significantly better way to accomplish the goals set forward while still giving more land back to Cincinnati, I would not proceed with the project, it will be a disaster	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
074	Project Footprint Roadway/Bridge Design	10/26/2022 - ODOT Web Site - Not shrinking the footprint of the project, similar to Fort Washington way would be a multi-generational mistake.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
075	Project Footprint	10/25/2022 - ODOT Web Site - This plan is a continued overbuild of a highway system through an urban area. We have an opportunity to improve flow AND reduce the footprint of the highway and you are doing neither. It's just more lanes. How many studies prove the uselessness of that until we learn? Scrap it and start over.	Your comments have been forwarded to the project team for their consideration and will be included in the public record.
076	Roadway/Bridge Design	10/26/2022 - ODOT Web Site - I have been following this project for over a decade. I believe that the planning and public outreach for this project has been inadequate from the start. The project has been under development for so long that society's values have changed. The availability of funding is not a good reason to skip proper planning. The potential to return land to the urban core should be studied and a true conversation should be had about the impact of urban highways on the city should be acknowledged and mitigated. Are you actually open to design changes that would improve urban form? Or is this just a box checking exercise? Have modern views on urban highways been incorporated into this decades long project? How?	ODOT has incorporated several features that reduce the project's footprint. As currently planned, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. ODOT is also continuing to coordinate with the City of Cincinnati to identify other refinements that will open up additional land to support Cincinnati in advancing its urban redevelopment goals. In collaboration with the City of Cincinnati, ODOT has also incorporated features that support urban form, such as enhanced streetscape amenities, aesthetic treatments, and bicycle and pedestrian infrastructure to improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.

Comment Number	Nature of Comment	Comment	Response
077	Transit Multimodal Project Footprint Roadway/Bridge Design	10/26/2022 - ODOT Web Site - 1.Cincinnati has made great gains in growing the pedestrian path network along the Ohio riverfront and this new bridge should include pedestrian/bike facilities also. Adequate protection measures and lighting should be added to the design accordingly. This can absolutely be accomplished on a limited access vehicle bridge … [edited for brevity]. 2.New bridge should include designated transit lanes for bus and capacity for future rail including designated ROWs for a rail approach on the Ohio & Kentucky sides of the bridge. Transit usage is growing in Cincinnati: the streetcar is setting ridership records every month this year, a BRT plan is being finalized now, the 2021 Infrastructure Investment and Jobs Act included funding for passenger rail expansion which could be used to restart the 3C+D Amtrak rail service, a transit connection between Cincinnati and CVG is consistently the most-requested routes in planning discussions … [edited for brevity] … In summary, at the very least it should be demonstrated that the new bridge is future-proofed to add bus & rail transit when those efforts become a priority. I encourage your team to please revisit the proposal set forth by Vision Zero Cincinnati to expand transit in this river crossing. This proposal has been endorsed by leaders of City of Cincinnati and merits consideration. 3.Every effort should be made to reduce the physical footprint of the highway, on/off ramps, and associated structures. The "spaghetti" of highways and fly-over ramps next to downtown Cincinnati is confusing and dangerous for drivers to navigate, a physical boundary to East-West travel & development, a poor use of valuable land, and an eyesore to anyone who experiences it. The reduction of the highway footprint should prioritize returning contiguous, usable, parcels of land back to the city. Small slivers of freed-up property here & there are useless for any new meaningful purpose and will only become more grass for ODOT to mow. I encourage your team to please revisit the proposal set forth by the Bridge Forward Coalition to reduce the highway's physical footprint to return entire blocks of land to the city for new housing, offices, and business uses. This proposal has been endorsed by leaders of City of Cincinnati and merits consideration.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Furthermore, any new rail crossings of the Ohio River will need to be evaluated as part of a separate project. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE

Comment Number	Nature of Comment	Comment	Response
078	Roadway/Bridge Design	10/26/2022 - ODOT Web Site - The Bridge Forward design meets and exceeds the proposed plans for the bridge. It has the potential to spend less money, reduces the impact of the highway on our city and environment, and provides better outcomes for the community while still achieving the desired traffic improvements. At the very least concepts from the Bridge Forward design should be reviewed and potentially incorporated.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE
079	Project Footprint Multimodal	10/26/2022 - ODOT Web Site - I do not think expanding the already massive footprint of the interstate benefits the people of the area or the cities of Cincinnati and Covington. The massive expansion proposed will limit opportunities for growth and further divide Cincinnati's urban core. There is no need for that many entrance and exit ramps. People can drive an extra few blocks to get into the interstate. Also, the new companion bridge or the Brent Spence could have some pedestrian and bicycle infrastructure added. Overall, the project seems to aim to create even more disruption and hostile infrastructure sprawl into the heart of our city, rather than connecting our area in a way that benefits the people who live here.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local accessibility, access, and redevelopment goals. Pedestrian and bicycle accommodations are not planned on the new companion bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.
080	Design-Build Process	10/28/2022 - Web Comment - Hello there! Singh & Associates, Inc. is very interested in participating on this transformational project. As an Ohio Unified Certification Program (UCP) Disadvantaged Business Enterprise (DBE), our firm can help the project team fulfill the DBE participation goals, provide high-quality engineering services for roadway lighting/electrical, and bring new firm expertise and services to the Ohio & Kentucky transportation markets. Please reach out directly if there are ways to position our firm to be on the progressive design-build teams that will be pursuing this once-in-a-generation opportunity.	Information regarding the progressive design-build procurement can be accessed on the BSB Project Procurement Information website: www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/ Questions and comments can also be submitted on the procurement website.

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081	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - It is critical to the future of our city and region that we do not proceed with a plan that doesn't fully leverage the immense amount of tax money being spent on it. Reducing and trenching the proposed highways and ramps to return land to productive use, reconnect the street grid, and put the focus back in people and not vehicles is important to allowing the city to grow for the next 50 years. Reducing the negative impact of vehicles on our cities where we live, work, and play is possible and this project can be transformative in a positive way, but only if we don't keep designing highways like we have in the past.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT has evaluated options for trenching I-75 based on public comments received to date. Responses to those comments can be viewed on the project's website: HERE and HERE
082	General Opposition	11/1/2022 - ODOT Web Site - We don't need a highway interchange downtown. Such a waste of space.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. Your comments have been forwarded to the project team for their consideration and will be included in the public record.
083	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - Asking planners to consider the proposal put forward by the Bridge Forward project. This is an historic opportunity to reconnect neighborhoods destroyed as part of the original I-75 build. If a companion bridge is to be built, it should majorly reduce the highway footprint connecting to downtown Cincinnati to allow for a modern, well-connected, and multimodal urban environment. No more "spaghetti mess"!	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE [UPDATED RESPONSE] ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation. The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In

Comment Number	Nature of Comment	Comment	Response
083 (cont.)	Roadway/Bridge Design Project Footprint (cont.)		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. ODOT is closely coordinating the aesthetic plans for the project with the City of Cincinnati to further its goals to create vibrant urban spaces in locations throughout the corridor.
084	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - I feel very strongly that ODOT needs to do whatever is possible to reclaim land in any Brent Spence Bridge corridor plan. Downtown Cincinnati has effectively been walled-off from westward expansion by the I-75 highway and all of its associated ramps and exits. This is a once in a lifetime opportunity to address past mistakes that led to displacement and disinvestment of the downtown core. Any plans to create a new bridge and traffic pattern should take care to maximize the public benefit, and shaving a few seconds off of travel time, on average, to someone's trip should not be the priority when comparing to the opportunity to make a truly transformational project. The Bridge Forward plan is a great starting point for this.	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: HERE ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District will be transferred to the City of Cincinnati upon the project's completion. Finally, ODOT is continuing to coordinate with the City of Cincinnati to refine local ramps in support of local access and redevelopment goals.
085	Roadway/Bridge Design Project Footprint	11/1/2022 - ODOT Web Site - The Brent Spence Bridge Corridor Project as it is currently proposed would be a disaster for Cincinnati and for all its residents, and it is absolutely crucial that ODOT reconsider its plans and engage with the local community. The project area, Interstate 75 between the Western Hills Viaduct and the Ohio River, was home to tens of thousands of majority Black and working class residents when the highway was originally built. The construction of the highway displaced nearly all of these people, and turned a once-thriving neighborhood into a wide expanse of concrete, parking lots, and frontage and collector roads. this has had numerous devastating consequences for the citizens of Cincinnati; chief among them is the disastrous effect this has had on the livability of neighborhoods in the basin. The highway serves as a near-impassable moat separating Queensgate and the West End, and the surrounding streets are wide arterials meant to handle high speed traffic coming off the highways. In neighborhoods where a majority of residents do not own a car and rely on walking and biking for transportation, the highway and these roads are major safety barriers	Thank you for submitting your comments regarding this project to the Ohio Department of Transportation. Your comments have been forwarded to the project team for their consideration and will be included in the public record. [UPDATED RESPONSE] In November and December 2022, ODOT and KYTC held 12 small-scale outreach meetings in neighborhoods directly adjacent to the project's construction limits to share updates on the project and to offer residents the opportunity to share feedback with the project team. In December, ODOT and KYTC held one daytime and one evening broad-scale neighborhood outreach meeting in each state to engage neighborhoods that are near the project corridor but will not be directly impacted. All comments received are considered in the project's development, and responses are provided for every comment.

Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	for accessing jobs and homes. Moreover, the transformation of hundreds of acres of the city's urban core into highway related development has had a dramatic negative impact on the city's economic and social development. Not only does it significantly decrease the amount of revenue-generating land in the city's most valuable real estate, but the city is left to spend millions every year financing the supportive infrastructure for the highway - widening roads and building parking structures to accommodate the increased traffic the highway brings - while not collecting any revenue from the highway itself. All of this, for a highway that exists predominantly to support non-local through-traffic as a shipping corridor. That Cincinnati should bear the burden of supporting such a massive piece of infrastructure to benefit its own citizenry would be one thing, but to bear the burden in support of truckers and through-haulers who largely do not contribute to Cincinnati's local economy at all is ridiculous on its face. Interstate 275 was built as a bypass for a reason - it is only 5-10 minutes longer to get from the north side of the loop to the south side via 275 than it is via 75, a negligible difference for through traffic. If ODOT were serious about proposing economically efficient and safety-conscious solutions to the current traffic regime, they would construct toll gates immediately inside the 275 loop on Interstates 75, 71, and 471, that would toll drivers only after they have passed through both a north and south toll. This would encourage through-traffic to use the 275 Loop to bypass Cincinnati without penalizing local drivers who actually live here and support our local economy. The reduced traffic (largely from freight trucks) would then allow the current Brent Spence Bridge to be re-striped back down to 3 lanes per deck as it was originally designed, making the bridge safe by current design standards without seeing significant congestion increases. However, as ODOT seems intent on building a new companion bridge come hell or high water, it would be beneficial to at least consider community input before spending billions to dramatically change the landscape of our community. Local engineers, planners, and activists have come together to propose the Bridge Forward plan, a proposal that would allow the companion bridge to be built while also reclaiming usable land for the city and allowing our community to grow and develop in a way that it has not been able to since the highway was built over 50 years ago. While the decision makers at ODOT are largely unelected positions, the Bridge Forward plan has large grassroots support from both	ODOT and KYTC are currently preparing a supplemental Environmental Assessment (EA) that will include a summary of all public involvement activities, including comments received. Once the supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. More opportunities for public feedback will occur during the project's design-build phase. The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The Brent Spence Bridge Corridor incorporates a collector-distributor system specifically designed to improve traffic flow and accessibility for local traffic. Traffic will access downtown Cincinnati on a lower speed (45 mph) collector-distributor system, and the existing Brent Spence Bridge will be returned to three standard lanes with shoulders.. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the

Comment Number	Nature of Comment	Comment	Response
085 (cont.)	Roadway/Bridge Design Project Footprint (cont.)	community members and actual elected officials, including the mayor and city council of Cincinnati. It is my understanding that this plan was presented to ODOT during a community feedback period and I must admit I find ODOT's official response to be upsettingly dismissive and flippant. It is clear in their response that ODOT did not seriously consider the plan or its technical aspects, often quoting misleading or outright false aspects of the plan to justify their non-consideration. For example, in their response ODOT cited a proposed 4th Street overpass over the highway as a reason the plan could not be constructed, as the highway grade would not support an overpass at this location. However, Bridge Forward has clarified that the 4th Street overpass was included in promotional material but not in technical material or the presentation given to ODOT. Additionally, many statewide and ODOT officials have claimed that such a proposal would require a complete reworking of environmental review studies and preliminary approval documents, which would unacceptably delay construction timelines. This is also not true - Bridge Forward has completed relevant environmental studies and the plan can be approved while federal funds are still available for construction - but even if it were true, it lies squarely on ODOT that plans for the companion bridge have been sitting in public record for nearly a decade with no public comment, and community feedback was only accepted *after* it has been decided that any significant changes to the proposed plan would be unacceptable. In all, I find the way that ODOT has handled the process for this project to be shameful, destructive, and wholly undemocratic. As it stands, statewide officials would have us spend billions in taxpayer dollars to double-down on the destructive mistakes of the last century and further damage our community for the sake of non local freight benefactors, all while intentionally delaying public comment until it is too late to be meaningful and flippantly dismissing the serious concerns raised by the community when they are given. I am imploring ODOT to reconsider its approach to this project and give serious consideration to the feedback it has received from the residents of this city who want their public infrastructure to reflect the values and interests of their community.	remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation. Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion. Furthermore, origin and destination studies indicate that 30 percent of the trucks in the Brent Spence Bridge corridor travel to and from local routes, serving an important economic link for the City of Cincinnati. ODOT carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition with input from a multidisciplinary group of roadway engineers, traffic engineers, and environmental professionals and documented the findings in a detailed response. (provided on the project website HERE.) ODOT has also scheduled a working session with Bridge-Forward to discuss their ideas about the project.

Comment Number	Nature of Comment	Comment	Response
086	Roadway/Bridge Design Project Footprint	11/2/2022 - Email Comment - West End Community Council Support for Bridge Forward Design Recommendations for the Brent Spence Bridge Project and Feasibility Assessments [edited for brevity] Please accept this notice as full documented support from the West End Community Council for the Brent Spence Bridge project design improvements proposed by the Bridge Forward Coalition and for the appropriate feasibility assessments to be conducted.	Thanks for passing on your document concerning the Brent Spence Project design. Our project team is looking forward to discussing the project with your community on November 22nd. We are continuing to work on the Brent Spence Bridge Corridor project with our stakeholders to capture opportunities to address shared community priorities. We look forward to sharing our progress with your community later this month.
087	Project Development Process	11/9/2022 - Web Comment - Cincinnati DOTE recently asked to be a contributing partner with ODOT on this project so that the city's needs are met with this plan. Why were the rejected for this? Sen. Sharrod Brown just released a public statement that he hopes ODOT acts in good faith with the communities bear the BSB corridor. Why are you not listening to the people that will be affected by this??? Why did the public comment section of this website go down????	ODOT has been closely coordinating with the City of Cincinnati, including the Department of Transportation Engineering (DOTE), during all stages of the project's development. Most recently, ODOT and the City collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT and the City are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. Furthermore, the City will review the Statements of Qualifications (SOQ) for the progressive design-build team and provide feedback to the project evaluators, ensuring that the priorities and perspectives of local government are reflected in the selection process. ODOT will also collaborate with the City on other key project considerations such as the maintenance of traffic and incident management plans for construction. ODOT had previously established individual websites for the different construction phases of the project. The decision was recently made to redirect all websites to the general project website. This will help to ensure consistent information is shared for the Brent Spence Bridge Corridor Project and to streamline the comment and response process. Comments are now, and will continue to be, accepted on this general project website. The individual ODOT websites will be reactivated to provide up-to-date information for each phase during construction.

088	Public Input Project Development Process Traffic	11/9/2022 - Web Comment - Why is there no public comment on this project? Why are you pushing the city out of the planning of this project? This project is unnecessary because traffic has remained the same for decades on the bridge, by expanding it you will encourage more traffic and we need to reduce cars on the road and encourage alternate forms of transportation, like biking and bus.	Public feedback has been an important part of the development of the Brent Spence Bridge Corridor Project. Several public meetings and two public hearings were held during the development of the preferred alternative. Most recently, ODOT has carefully evaluated and responded to proposals submitted as part of the public comment process. In addition, ODOT and KYTC are currently working to gather feedback about the project at the neighborhood level. In addition, the public will be provided the opportunity to review project materials and provide formal comments at public hearings currently scheduled for July/August 2023. ODOT has coordinated closely with the City of Cincinnati during all stages of the project's development, including reductions to the project's footprint, access to downtown, redevelopment goals, aesthetics, pedestrian and bicycle facilities, and other items. ODOT's partnership with the City of Cincinnati will continue through the project's design and construction. The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. [UPDATED RESPONSE] In November and December 2022, ODOT and KYTC held 12 small-scale outreach meetings in neighborhoods directly adjacent to the project's construction limits to share updates on the project and to offer residents the opportunity to share feedback with the project team. In December, ODOT and KYTC held one daytime and one evening broad-scale neighborhood outreach meeting in each state to engage neighborhoods that are near the project corridor but will not be directly impacted. All comments received are considered in the project's development, and responses are provided for every comment. Copies of all comments and responses are available on the project website HERE. ODOT and KYTC are currently preparing a supplemental Environmental Assessment (EA) that will include a summary of all public involvement activities, including comments received. Once the supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. More opportunities for public feedback will occur during the project's design-build phase.

Comment Number	Nature of Comment	Comment	Response
089	Traffic	11/10/2022 - Web Comment - Is it possible to design semi-truck only express lanes with barriers starting well north of the new bridge (say before Ezra Charles) and exiting well south (say after Kyles Lane) to limit these trucks mixing in with local traffic while providing the truckers with a quicker route through the bridge congestion?	Origin and destination studies conducted for the Brent Spence Bridge Corridor indicate that trucks traveling in the corridor come from several locations, including I-71, I-75, US-50, I-471, with around 30 percent traveling to and from other local routes. Building barrier-separated truck lanes from Ezzard Charles Drive to Kyles Lane would substantially increase the project's footprint and costs while only accommodating a relatively small portion of the truck traffic in the corridor.
090	Information Request	11/11/2022 - Web Comment - In the Brent Spence Bridge Fast Facts there is an duplicated fact. The first one is the same as the last one.	Thank you for bringing this to our attention. Our communications team has been made aware of the duplication, and it will be corrected.
091	Aesthetics	11/12/2022 - Web Comment - Brent Spence Bridge Corridor Aesthetics Committee - Committee Members Traveling north on I75 and I71 to Dayton and Columbus almost all overpasses have a pleasing welcoming message artfully designed on the overpasses. Traveling south into Kentucky the Kyles Lane overpass is the first a motorist encounters. With your leadership combining State of Kentucky officials and City of Fort Wright officials a very decorative welcoming and pleasing message can be created welcoming motorist to both Kentucky and Fort Wright. This would be a very long-lasting positive impression these motorists will receive. Please consider tackling this endeavor, it will be worth wile for the State and the City.	KYTC has been collaborating with City of Fort Wright officials and the project Aesthetics Committee to develop aesthetic guidelines for the Brent Spence Bridge Corridor. While trying to maintain a consistent theme throughout the corridor, we are working with the City of Fort Wright to establish design items and finishes that also tie into existing elements within the City. Items being explored include landscaping, streetscapes, gateways, and façade treatments for piers/abutments/retaining walls/noise walls. Multiple aesthetics meetings will be held throughout the design process to finalize plans for aesthetics throughout the corridor.
091A	Project Development Process	11/14/2022 - Email Comment - [Pertaining to the response to Comment 087] That 9.5 acres was already on the original plan and from what I've heard from sources in city hall, ODOT has refused the city's request to be a contributing member for this project. Please allow Cincinnati to have a larger say in what happens in our city. That plan unveiled does nothing to help connect downtown to the neighborhood just west of the highway. None of the things that the city has requested have been accepted by ODOT. Please allow Cincinnati and it's residents directly affected are by this to the table. There has been no real public engagement other than online forms. When ODOT meets with the public on Nov 29 it will be very apparent that no one outside of ODOT likes this plan.	Comment noted.

Comment Number	Nature of Comment	Comment	Response
092	Project Mailing List	11/18/2022 - Web Comment - I would like to stay up to date with the project.	This individual was added to the project mailing list.
093	Public Input	11/19/2022 - Email Comment - Thank you for coming to speak to us. I have a couple of quick questions: 1. Can community input still affect the design of the bridge; and 2. If so, how is community input weighted?	Hello! Thank you for allowing us to join Camp Washington's Community Council Meeting on December 12. ODOT and KYTC are currently in the process of meeting with all the neighborhoods that are directly adjacent to the Brent Spence Bridge Corridor to share project details, answer questions, and receive feedback from the residents who reside closest to the project. Larger-scale meetings are also planned for mid-December. ODOT and KYTC consider and evaluate all public comments received for the project, and public comments have influenced many aspects of the design to date. While a preferred alternative for the Brent Spence Bridge Corridor has been identified, there are opportunities to refine the design in response to community concerns. A recent example is the re-working of several ramps to open up additional land for redevelopment in downtown Cincinnati in response comments from the City. Community feedback is evaluated in terms of engineering feasibility, compliance with state and federal laws, costs, impacts, and benefits before any decisions to incorporate changes in the project's design are made.
094	Traffic	11/22/2022 - Web Comment - ODOT has admitted the bridge will not reduce traffic, but rather induce more people to drive. Cincinnati already cannot afford to maintain it's expensive car infrastructure in it's current state. How does building another bridge, encouraging more people to drive, prevent the city from sinking deeper into debt?	The Brent Spence Bridge Corridor Project has been designed to support traffic projected to travel in the corridor through the year 2050, which is the standard design horizon for large infrastructure projects. The Brent Spence Bridge Project will be funded through a combination of federal and state funds, and ODOT and KYTC are responsible for maintaining the interstate infrastructure. None of the cities in the corridor are anticipated to incur debt related to the Brent Spence Bridge Corridor Project.
095	Traffic	11/23/2022 - Web Comment - I work for PVS Chemicals in Sharonville, OH and our drivers are stating that hazmat is not permitted on the bridge now. Our question is if we have a local delivery in Northern KY, do we have to go around on I-275 or other bridges. Please let me know as soon as you can.	We suggest you contact the Department of Vehicle Regulation in Kentucky for any questions related to Hazardous Cargo (HC) hauling. Resources are also available through the Federal Motor Carrier Safety Administration and the Public Utility Commission of Ohio. There are no designated HC routes in Southwest Ohio. Kentucky HC Routes can be viewed here:

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

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

Comment Number	Nature of Comment	Comment	Response
103	Noise	12/7/2022 - Email Comment - Hello, I'm a homeonwer at [REDACTED] W. Maple Avenue], Fort Mitchell, KY 41011. I am for a sound wall being installed behind our homes.	Thank you for your comment regarding a sound wall in the West Maple Avenue Vicinity. KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall system was not found to be cost effective Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
104	Project Development Process Roadway/Bridge Design Multimodal	12/7/2022 - Email Comment - Hi. I am writing to you today regarding the Brent Spence Bridge Corridor Project. In November, the Ohio Department of Transportation (ODOT) released an updated plan for removing the 4th street exit ramp to northbound Interstate 75 and freeing up ten acres of land just west of Central Avenue, the western edge of Cincinnati's Central Business District. I commend this effort as it is a good faith effort that ODOT is open to refining the now ten-year-old plan. However, I believe more can be done to achieve federal, regional, state and city objectives for this project. Specifically, those goals include the following: - Return the maximum amount of contiguous land to the City's urban core to achieve city and regional objectives; - Maximize the amount of sidewalk-supported street frontage that is conducive to street-facing development within and adjacent to the project footprint; - Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the distance to cross each of those connections; - Embrace the NACTO Urban Street Design Guide in developing	Thank you for the comments regarding the recent revisions to the project design in the vicinity of the Central Business District. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. One of these priorities includes maximizing the amount of land returned to the City once the project is complete. The ultimate vision for this land and other areas adjacent to the project footprint - including economic development potential - will be developed by the City of Cincinnati. The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of

Comment Number	Nature of Comment	Comment	Response
104 (cont.)	Project Development Process Roadway/Bridge Design Multimodal (cont.)	streets, blocks, and other elements; - Minimize the number of lane miles using high-speed directional ramps; - Maximize the economic development potential of new real estate located within the urban core, increasing the city's tax base, which can lead to lower taxes. While I am not advocating for a specific design, I strongly encourage all involved agencies to consider the evolution of community priorities around building resilient, environmentally sustainable, pedestrian-focused communities while enhancing non-automobile-based mobility options and repositioning to a place-based economy. These goals are significantly different from the ones the city and region prioritized when substantial planning concluded on the project in 2012/2013. It has come to my attention that the City of Cincinnati is not a "Cooperating Agency" in the NEPA process. This is something that needs to be rectified as it is clear the City of Cincinnati, along with Covington, KY, will bare the physical impacts of the bridge construction. City Council can accomplish the following objectives: - Formally adopt a set of measurable priorities for the Project. - Enter into a formal agreement with ODOT, specifying the rights & powers that the City will have throughout the Project's environmental process and development process. - Formally request to ODOT and the FHWA that design alternatives, guided primarily by the measurable priorities, other than Alternative I-W, be explored and considered during Phase 1A – the proof of concept phase – during the Project's progressive design-build process. - Formally request to ODOT and the FHWA that sufficiently funded, good-faith, independent analyses be conducted immediately of the following: --- The assumptions used in the Project's traffic forecasting projections; --- The feasibility of utilizing alternative design concepts proposed from sources other than ODOT, guided by the measurable priorities; --- The economic impact analysis of the potential expansion of the CBD.	the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations. In addition, the aesthetic treatments, wide sidewalks or shared-use paths, planters, translucent screen walls incorporated into the overpass bridges will help to foster urban placemaking throughout the project area. Cooperating agencies are defined by federal law and are limited to federal agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. State and local agencies of similar qualifications can also be designated as cooperating agencies. Several federal agencies have been designated cooperating agencies for the project. In addition, several state and federal agencies have also been designated as participating agencies, which are agencies with an interest in the project but a lower degree of authority than a cooperating agency. While it has not requested to be included as a participating or cooperating agency, the City of Cincinnati has been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati being involved in the evaluation of the design-build teams. ODOT encourages you to share your thoughts regarding the Cincinnati City Council directly with your council representative.

Comment Number	Nature of Comment	Comment	Response
104 (cont.)	Project Development Process Roadway/Bridge Design Multimodal (cont.)	Cincinnati City Council should be encouraged to adopt these policies as soon as possible. Ideally, they should occur before the City of Cincinnati engages with ODOT in selecting a progressive design-build team (DBT), before the City establishes its design-build advisory committee to work with the DBT, and before the Environmental Document is completed and signed by FHWA. None of the items I am advocating for in this letter should impact the Project's funding, budget, or schedule. Instead, by demanding the best possible process, Cincinnati City Council will ensure the best possible product out of this Project for our city for generations to come.	
105	Right-of-Way	12/2/2022 - Web Comment - What is going to happen to property owners whose property lies in the path of this monstrosity? Get told you have to move?	Value engineering and engineering refinements have reduced the amount of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations throughout the entire corridor have been reduced from 14 to 13. The acquisition of property for right-of-way – including residential and business relocations – has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).
106	Traffic	12/4/2022 - Web Comment - Will the only way to access I-71 N from Kentucky be from the current Brent Spence Bridge?	Travelers will be able to access northbound I-71 from both the existing Brent Spence Bridge and the new companion bridge.
107	Project Funding	12/5/2022 - Web Comment - Way past time for Senator McConnel to step and focus on his home state. If anyone can divert the government's funds (pork barrel) Mitch can. Maybe some of the special crop Kentucky leads the nation with. Not getting any younger, Senator. The only way to a long life is aging. :)	Comment noted.
108	Information Request	12/7/2022 - Web Comment - Is it possible for you to email the slides from today's meeting? Also, is it possible to receive a list of all attendees today?	The slides and a list of attendees from the DBE Matchmaker Event on December 7, 2022 were provided to this individual.

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

Comment Number	Nature of Comment	Comment	Response
111	Traffic	12/8/2022 - Web Comment - This additional bridge is unnecessary. You need to direct all thru truck traffic to the I-275 loop. Even a trucker who wishes to use the Sharonville rest area must use I-275, regardless of direction. Only trucks making freight deliveries will then be allowed on I-75 inside the loop. Northbound trucks needing I-71 will also be on the bridge, but for that reason only. This will decrease overall truck traffic on the bridge. Let's stop wasting taxpayer money because we think construction is a sport.	Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.
112	Incident Management	12/8/2022 - Web Comment - As a former first responder I'm concerned about access for not only emergency equipment by clean up and removal services from an accident scene. The sooner these responders can get in and out of an emergency area the sooner the traffic flow can continue.	ODOT and KYTC are coordinating with first responders in Cincinnati, Covington, Fort Wright, and Fort Mitchel to ensure that the project's design accommodates access for incident management. In addition, KYTC and ODOT will coordinate with first responders to develop an incident management plan during construction of the project.
112A	Project Development Process	12/12/2022 - Email Comment - At a community outreach meeting, ODOT stated that this would be moving forward as a reviewed EA. With it progressing forward as a reviewed EA, I'm worried there will not be enough community/public input on this project. I looked into what is required public input wise for an EA and it appears to be at the discretion of ODOT on how much they want to take in. I have reached out to ODOT with questions and comments about the project, but they have yet to give clear answers or reply in some cases. Will FHWA be allowing for public comments directly to them for this project? I understand the timeline for this project is very fast paced, but I feel that a project with this large of an impact and severity needs to have more than a few one hour meetings with the community. I'm a bit confused on how the EIS to EA occurred for this project as a whole. The FONSI posted in 2012 states that since it's remaining in the "mainline" of the I75/71 footprint it is an EA, is this the only reason why it received an EA rather than an EIS? I'm not an expert by any means, but doesn't this fall under 23 CFR 771.115(a)(2)?	The Ohio and Kentucky Divisions of FHWA in cooperation with ODOT and KYTC are continuing National Environmental Policy Act (NEPA) studies for the proposed Brent Spence Bridge (BSB) Corridor project carrying Interstates 71 & 75 over the Ohio River in the cities of Cincinnati and Covington. As you are aware, in 2012 after completion of the EA, FHWA determined Alternative I will have no significant impact on the human or natural environment. Since the Finding of No Significant Impact (FONSI) in 2012, Alternative I has been refined and a supplemental environmental assessment (EA) is being prepared to evaluate impacts of these refinements (Concept I-W). FHWA concluded that a supplemental EA is the proper level of review for this project under the National Environmental Policy Act. An EA is appropriate when a proposed action is not classified as a categorical exclusion, but does not clearly require an environmental impact statement (EIS). Preparation of the supplemental EA is currently underway and has included/will continue to include different opportunities for public involvement (meetings, emailed or mailed comments). The supplemental EA findings will allow FHWA, ODOT and KYTC to determine if an EIS is warranted, as you suggested. If not, FHWA will issue a Finding of No Significant Impact (FONSI). FHWA encourages your participation in the public involvement process. FHWA, as well as ODOT and KYTC are all accepting public comments for this project. All comments received will be addressed prior to the NEPA determination.

Comment Number	Nature of Comment	Comment	Response
113	Traffic	12/13/2022 – Email Comment - [Pertaining to the response to Comment 111] But, you're wrong. Did you forget how to put up signs? You already have a sign directing HAZMAT trucks to use I-71. You put up electronic signs at every construction site, and you have the (sometimes accurate) overhead ones, giving traffic estimates. Is it really a stretch of strained resources putting up a sign diverting thru truck traffic--trucks which are not making stops within the I-275 loop--onto I-275 at both of its junctions with I-75? Or, do you simply have too much money you can't allocate otherwise?	Comment noted.
114	Project Mailing List	12/12/2022 - Web Comment - It was GREAT meeting those of you on the project that I did. I am very interested and would like to keep updated on this project to bid.	You have been added to the project mailing list. In addition, please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for project procurement information.
115	Traffic	12/14/2022 - Web Comment - Here's a quick, inexpensive, easy solution. Make all vehicles that weigh over 10K GVWR take I-275. Piggyback onto the existing electronic weigh station bypass systems to allow local deliveries.	Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.
116	Project Schedule	12/14/2022 - Web Comment - when is construction to start?	If the necessary funding is secured, the project's groundbreaking is scheduled for November 2023 with construction beginning in earnest in 2024.
117	Information Request	12/14/2022 - Web Comment - I live on west 11th Street - will it be closed?	Upon project completion, West 11th Street in Covington will continue to operate similar as it does today, connecting Bullock Street and Hermes Avenue. However, during construction, there will be intermittent times where the roadway will be closed for construction activities.
118	General Support	12/15/2022 - Web Comment - THANKS	Comment noted.
119	Information Request	12/15/2022 - Web Comment - Please e-mail me the Final Design Summary Appendix with the maps/drawings that illustrate the design of the Brent Spence new bridge and the approach ramps.	This requested information was provided to this individual.

Comment Number	Nature of Comment	Comment	Response
120	Information Request	12/16/2022 - Web Comment - I would greatly appreciate it if you could please provide the following. • BSB Concept I-W Plan (Appendices) • BSB Concept I-M Plan • Appendix E: BSB Potential Design Exceptions. E-1: Concept I-W Design Documentation – Map; E-2: Concept I-W Design Documentation – Table; E-3: Concept I-M Design Documentation – KY Map; E-4: Concept I-M Design Documentation – OH Map; E-5: Concept I-M Design Documentation – Table	The requested information was provided to this individual.
121	Traffic	12/16/2022 - Web Comment - I live in Norwood and work in Florence, so I regularly drive this corridor. I'm concerned that a companion bridge will only bring a small and temporary speed-up to traffic through Cincinnati, after spending billions of dollars and causing years of slow traffic due to construction closures. A new bridge will draw more traffic to the region and encourage more locals to drive across it. Study after study of enlarged or new highways show that the extra capacity they create is quickly consumed, and bottlenecks return. Driving on the Brent Spence on a rainy night feels precarious, that's true. The lane lines are difficult to see, and the lanes have been striped to be very narrow to fit four lanes across. So restripe it to three lanes and add more signage to guide people to the lane(s) they should use to continue on I-75 or I-71. Of course the Brent Spence is only one of the bottlenecks on this corridor. A new companion bridge won't ease the grade on the cut in the hill or the curve at Dixie Highway or simplify the many on- and off-ramps west of downtown. It won't smooth the slowdowns from vehicles merging onto I-75 or I-71 from the Norwood Lateral. I-71 between the Lateral and Ronald Reagan will still be as slow as a restaurant drive-thru during rush hour. The only way to actually reduce traffic congestion is to take cars off the road, and the best way to do that is to expand and improve mass transit. I know this companion bridge project has been in the work for many years, and it represents a once-in-a-generation investment in the Cincinnati/Northern Kentucky region. But it's the wrong project for the people who live in region and for those transporting goods through the Midwest. I hope you'll reconsider building a companion bridge.	The project is designed to accommodate traffic projected to travel through the corridor by the year 2050, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Although some travel patterns may change with improved capacity on I-71 and I-75, the project is not anticipated to create additional travel demand that is not already anticipated to exist by the year 2050. The Brent Spence Bridge Corridor project will restripe the existing Brent Spence Bridge to return it to three standard lanes with shoulders. In addition, the existing bridge will provide access for local traffic only at a reduced 45-mph speed. The project will incorporate signing to guide travelers along I-71 and I-75 and to local destinations. While the project will not substantially change the grade on the cut-in-the-hill, additional capacity on I-71/I-75 will help to improve traffic flow through this area. In addition, the project will allow movements to and from the ramps in Cincinnati to occur off the highway, on lower-speed collector-distributor roads, improving traffic flow and safety through the Central Business District. Problems on I-71 east of Cincinnati would need to be addressed as part of a separate project. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Other transit improvements, such as rail transit will need to be evaluated as part of a separate project.

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

Comment Number	Nature of Comment	Comment	Response
121A (cont.)	Project Development Process (cont.)	opportunity to shape the project (i.e. become a Cooperating Agency), and months have been squandered as a result. This cannot be allowed to happen again. While I earnestly appreciate your reaching out to me with this information, Bridge Forward should not be relied upon by the FHWA to educate elected leaders. Bridge Forward is a volunteer, grassroots organization. Bridge Forward is not viewed as an authoritative source on NEPA, CEQ, or infrastructure delivery. Additionally, we know that local leaders have been told, perhaps even by ODOT, to stop talking to Bridge Forward, or else they risk jeopardizing the project's funding and schedule. Despite that, Bridge Forward has identified in the community a groundswell of interest in and support for making this interstate project as good of a product for the urban core of Cincinnati as it possibly can be. And, for a $3 billion, decade-old plan that was pulled off the shelf and teed up for construction as soon as the BIL / IIJA was signed (notwithstanding two no-hurdle FONSI extensions), Bridge Forward has acted in an extremely responsible way. We have not opposed this project, but rather made good-faith efforts to work within the project's development and environmental processes to allow for needed design updates and for as much local control through elected leadership (not simply department of transportation staff) as possible. We feel this responsible approach, including but not limited to the following, focused on education of opportunities for local control, should be verified and communicated to all local elected leadership, by FHWA: • Opportunity for local jurisdictions to become a Cooperating Agency (or, Participating Agency, etc.); • Opportunity, through an RFQ addendum and/or through contract language, to codify the expectation for a very robust Phase 1A - Proof of Concept Phase - and Phase 1B - Project Development Phase - for the project, including: o Incentivization of innovative design concepts; o Re-evaluation of assumptions used in the Project's traffic forecasting projections by a detached third-party; o Use of alternative design concepts proposed from sources other than BSMT; and o Investigation of adding additional scopes of work and/or	

Comment Number	Nature of Comment	Comment	Response
121A (cont.)	Project Development Process (cont.)	additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; • Opportunity to ensure that the design-build team (DBT) is selected in large-part based on its demonstrated ability to deliver a project in a context-sensitive urban project while working closely with a municipality to develop innovative design direction during a PDB; and • Opportunity for the City to submit priorities to the BSMT, which would shape all phases of the PDB, which we anticipate will consist of the following: o Maximize the amount of returned land contiguous to the City's urban core; o Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; o Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; o Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide; o Minimize the number of lane miles using high-speed directional ramps; and o Achieve best expenditure of public dollars measured in life-cycle return on investment. The forthcoming announcement of funding for this project will be a milestone for the region. We need to make sure the funding is deployed correctly and the best possible project is delivered, according to the stated priorities of the federal funding sources themselves, and according to law.	

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

Comment Number	Nature of Comment	Comment	Response
125	BSB Companion Bridge Project Schedule	12/24/2022 - Web Comment - Why have no time frames been given for the phases particularly the bridge over the Ohio portion. Is the Brent Spence bridge being removed and replaced with a whole new bridge or repaired with a so-called companion bridge being built. The information is very confusing to time and scope.	A new double-decker companion bridge that is five lanes in each direction will be built to carry through-traveling interstate traffic. The existing Brent Spence Bridge will not be removed. Only the decks (the surface that vehicles drive on) will be replaced, and some of the structural steel in the bridge will be repaired. The existing bridge will be restriped to three lanes in each direction with standard shoulders and will carry local traffic traveling to and from Covington and downtown Cincinnati. The project will be built in three phases. Construction on Phase III, which includes the new companion bridge and the existing Brent Spence Bridge, will begin in late 2023/early 2024 and will last five years. A graphic showing the different project phases and the anticipated construction timeline can be accessed here: https://brentspencebridgecorridor.com/ohio/
126	Project Footprint	12/27/2022 - Web Comment - I think reducing the ramps and space used on the Ohio side would take advantage of this opportunity the best. So much wasted area in a key part of the community.	ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the new companion bridge. In addition, 10 acres of excess ODOT property adjacent to Cincinnati's Central Business District can be transferred to the City of Cincinnati upon the project's completion. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.
127	BSB Companion Bridge	12/29/2022 - Web Comment - Can you send me pictures of the new bridge's design.	The design of the new companion bridge is not yet determined. It may be a tied arch design or a cable stayed design. Pictures showing what the tied arch design might look like can be found on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/Renderings-for-Boards-Reduced.pdf. A picture showing what the cable stayed design might look like is attached to this message.

Comment Number	Nature of Comment	Comment	Response
128	Multimodal Project Footprint	12/29/2022 - Web Comment - Dear responsible parties at ODOT and KYTC for the I-71/75 corridor improvement, Thank you for your work so far in the development of plans to update and improve the I-71/75 corridor along with the Brent Spence Bridge Replacement. The need to invest and improve our transportation infrastructure is paramount to both a healthy economy/supply chain and safety of the public. Also, thank you for your consideration of public feedback. As a resident of Cincinnati, in the Over-The-Rhine district, I would like to submit the following points for consideration: First, on the Brent Spence bridge renderings and lane assignments, I agree that a new bridge should be built to support the current traffic lanes in a new structure. However, in the local/collector lanes the addition of bus, bicycle/shared path, and rail should be included in the design. The Brent Spence bridge was built in 1960, and now 60-70 years later we are updating its design. The new corridor should be built for the transportation infrastructure we (as residents of the Cincinnati/Northern Kentucky area) want and will be utilizing decades in the future, not the status quo. There are currently only 3 possible ways to cross on bicycle/shared path and 2 by rail in the Cincinnati area (with both bridges dating back to the late 1800s and rebuilt in the 1920s). Adding additional capacity in both rail and bicycle/shared path is critical to building a sustainable transportation future. Second, on the total land area taken up by the I-71/75 interchange and I-75 corridor on the Ohio side of the project, I agree that it can't be completely reduced to its previous zero-impact as the corridor does need to exist. I propose that the reduction of access to the interstates would benefit the local community more through the reduction of traffic and reduction of land needed for collector roads and on/off ramps. As a resident of OTR, I want to encourage people to explore the neighborhood (including attending events at TQL stadium) through non-individual automobile ways. We need to be building a better system of public transportation in and around our neighborhoods to encourage people not to use their automobile. Third, specifically regarding the overpass of I-75 on Ezzard Charles Drive, I would encourage the development of an overpass connects the Cincinnati Union Terminal on one end Music Hall on the other.	The project has not incorporated rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New rail facilities would need to be evaluated as part of a separate project. [UPDATED RESPONSE] *New rail facilities were not considered a feasible alternative for this project.* Since *there are no regional plans for new rail facilities in the foreseeable future, provisions for inclusion of a rail corridor have not been a part of the Brent Spence project. New rail facilities would need to be evaluated as part of a separate project. However, the current design will not preclude the future consideration of a rail corridor,* In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. [UPDATED RESPONSE] Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.

Comment Number	Nature of Comment	Comment	Response
128 (cont.)	Multimodal Project Footprint (cont.)	This should be done by making the interstate less apparent/visible using green space and dedicated bicycle/shared paths (reducing the focus of automobile traffic). Also, the overpass should be designed with the potential to support a tram line in the future. Finally, thank you for your consideration. I know that these processes take time and resources but listening to the communities in and around these projects is vital to developing a greater Cincinnati Area that we all will be proud to call home in the next 50 years.	The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence Bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. [UPDATED RESPONSE] ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, and reducing the width of the new companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the progressive design-build process to identify opportunities to incorporate refinements to further reduce the project footprint and reclaim additional land.

Comment Number	Nature of Comment	Comment	Response
129	Project Schedule	12/30/2022 - Web Comment - The document about says the project will start in the north with Phase 1 but the timeframe listed of 2028 thru 2031 is significantly later than the time frame given for Phases 2 and 3.	The project phases are numbered from north to south. However, they will not be constructed in that order. As currently planned, Phase I will be constructed last. However, the timeframe for this particular phase will be adjusted to coordinate with the City of Cincinnati's Western Hills Viaduct Project. The Western Hills Viaduct project and the Brent Spence Bridge project overlap and coordination is on-going to develop the construction phasing and schedule for this area of the project.
130	Right-of-Way	12/30/2022 - Web Comment - How do I find out if my house is one that will be affected by this project? I live at [REDACTED] in Fort Mitchell- just NE of the Dixie Hey S- bound exit ramp. It's a concern because I have 3 children in the Beechwood School District.	Thank you for your recent inquiry regarding potential impacts from the Brent Spence Bridge Corridor Project. Given the address provided in your email, your property will not be impacted by the project based on current plans. Thank you again for your interest in the project and I encourage you to continue to follow via the website: https://brentspencebridgecorridor.com/
131	Information Request	12/30/2022 - Web Comment - Please send me the appendices to the DESIGN SUMMARY REPORT dated AUGUST 23, 2022.	The requested information was provided to this individual.
132	Project Mailing List	01/02/2023 - Web Comment - Please place me on the B—S Bridge update email list.	This individual was added to the project mailing list.

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

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

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

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

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

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

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136A (cont.)	Alternatives (cont.)	aside for "express traffic," ODOT will effectively be doubling the number of 71/75 lanes across the Ohio River, inducing demand for car and truck travel. As I'm sure ODOT is aware, more highway lanes (especially without tolls) lead to more drivers utilizing the lanes (example from Houston with additional hyperlinks embedded: https://brokensidewalk.com/2015/induced-demand-in-action/). See this link for further evidence: https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf. Whether or not these cars or trucks are just passing through via the "express companion bridge" or entering the city via the "local Brent Spence bridge," they are polluting our downtown and taking up valuable space that could be allotted to people who live in the city and tax-generating real-estate. Moreover, this problem does not go away with electric cars. Sure they do not with CO2 emissions, but electric cars take up just as much space/volume as regular cars, actually weigh significantly more than ICE-powered cars, and still pollute via tire degradation: https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show. What ODOT is doing with their outdated logic by inviting this enormous amount of additional car traffic into downtown Cincinnati will hurt businesses in the Central Business District and residents who live car-free or car-light (of which a significant portion of Cincinnatians are doing, and it's only increasing: https://usa.streetsblog.org/2021/10/22/u-s-cities-have-more-car-free-households-than-you-think/) with increased pollution and congestion. Speaking more on the "space" portion of my above comment, the acreage dedicated to Ohio approach interchange is immense. While the proposed footprint is smaller than the current interchange on the West Side, it is a marginal decrease at best. Originally in the 1950s-60s, ODOT bulldozed and raised the West End of Cincinnati to make way for the interstate. More than 10,000 homes, businesses, and buildings were essentially deleted from existence to make way for what stands today. An area the size of Over the Rhine occupying the flat, sprawling plain west of downtown was simply wiped clean in the name of highway construction, what planning documents call "slum clearance" and a landing spot for light industry (https://www.citybeat.com/news/echoes-of-a-lost-west-end-12219411). 25,000 people lived in the 297 acre neighborhood of	the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Furthermore, any new rail crossings of the Ohio River will need to be evaluated as part of a separate project. In addition to ODOT, there are multiple stakeholders in the tri-state region when it comes to transportation. There are regional mass transit agencies, local governments, an airport authority, and two additional states that all play a role in addressing the transportation needs of the region. As we have for decades, we'll work hand-in-hand with them to project and meet the current and future needs of the region. KYTC and ODOT are cognizant of historic freeway construction that

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

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136A (cont.)	Alternatives (cont.)	Questions: • Will ODOT amend their proposal or even create a new alternative for the Ohio approach to reconnect downtown Cincinnati with the West Side, bury the freeway, and reclaim 30 acres of land that could be used to generate tax revenue and further fund improvements to our city? • What is ODOT doing to ensure forward-compatibility of the new companion bridge with other modes of transit such as, but not limited to: bus rapid transit, streetcar/tram, light rail, heavy rail, inter-city rail, and high speed rail? • What is ODOT's outlook on cars as the dominant mode of transportation in the Cincinnati/Northern Kentucky region? Are they projecting any mode-changes within the next decade or so? • Will ODOT ever consider funding large-scale rail projects? • What is ODOT doing to rectify the razing of the West End in the 50s and 60s? Are there currently efforts to reconnect the neighborhoods affected by the proposal ODOT has put forward? All of the above, from the additional bridge to the Ohio approach and everything in between, can be summarized with the following sentence: this is not a 21st century solution. What ODOT has proposed is a 20th century solution. Their proposal exasperates past mistakes and injustices to those who lived in the path of the current Ohio-side interchange and does nothing to rectify that all while ignoring their own numbers which say traffic across the bridge has been decreasing steadily since 2014: https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot. Their proposal is focused solely on cars and trucks with zero provisions for future rail options whether those be local, regional, or inter-city. It should be noted that the Cincinnati Connector has regained it's ridership faster than every city but Atlanta's rail system and has posted record-high ridership totals for 4 months in a row (https://twitter.com/bradleywthomas/status/1600861667554103297?s=20&t=cXJSVR5tXjlNKXROeBD10Q). Therefore, I urge ODOT to reconsider their plans for the Ohio approach and amend them to incorporate Bridge Forward's basic outline of burying the companion bridge's Ohio-side approach to reclaim 30 acres of tax revenue-generating land. Trucks and cars, especially as we transition to electric vehicles, will forever be a part	

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136A (cont.)	Alternatives (cont.)	of our region and transportation plan. The times of dedicating acres and acres of land to them rather than people and residents of the city, though, are over. This project is scheduled to be complete in 2030 — a 2030 that will look drastically different from the 2023 we are just getting to know today. Will ODOT build a project based on the mistakes and mis-logic of the past? Or will they work to be innovators in the space of 21st century highway reconstruction and help propel Cincinnati to be one of the country's leaders when it comes to urban design and people-oriented cities? In closing, I again urge ODOT to work with Bridge Forward to construct an Ohio approach and companion bridge that will benefit all of Cincinnati for decades and decades to come.	
137	Project Mailing List	01/04/2023 - Web Comment - Keep me posted. Thanks	This individual was added to the project mailing list.
138	Alternatives	01/05/2023 - Web Comment - 1. COMPANION BRIDGE WILL NOT WORK 2. HILLSIDE IS NOT STABLE ENOUGH 3. WILL REQUIRE EMINITE DOMAINE OF LAND NEAR 140 FEET WIDE. 4. CONSTRUCTION COSTS WILL MOVE IT TO COMPLETION NEAR $7B. 5. TRUCKS WILL CONTINUE TO SLOW BECAUSE OF THE GRADE RISE. CONCLUSION.. NOT FEASEABLE 1960 THEY NEW THERE WOULD BE A PROBLEM. 1. CANTALEVER DESIGN LIMITED CAPACITIY 2. GRADE LEVEL WOULD SLOW TRUCK TRAFFIC ANSWER. . . THIRD DECK 100 FEET WIDE, BYPASSING DOWNTOWN EXITS. 5* GRADE, FROM HOPPLE STREET TO KYLES LANE. TIME TO COMPLETION LESS THAN FOUR YEARS. COST THEN $20MM, TODAY <$2B. THIRD DECK ADDS NEW PILLINGS FIFTEEN FEET OUT IN RIVER (REQUIRES BARGES TO BE A LITTLE THINNER) AND ADDS MORE SUPPORT STRENGH TO THE CANTELIVER.	The alternatives evaluation process and engineering study conducted for the project has shown that the new companion bridge is feasible and the preferred alternative for addressing the traffic flow and safety problems in the corridor. The Brent Spence Bridge Corridor Project (including the new companion bridge) is estimated to cost $3.6 billion. While additional land will be required to build the project, ODOT and KYTC have worked to reduce the project's footprint. The project will not change the grade on the cut-in-the-hill in Kentucky. Adding a third deck to the existing Brent Spence Bridge would not satisfy the project's purpose and need, because it would not provide enough lanes to carry the traffic projected to travel through the corridor.

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

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143A	Alternatives	01/05/2023 - Email Comment - Please see the attached file of petitions regarding the Brent Spence Corridor Project. Please enter these into the public record. Text from attached letters: I'm writing to you today in hopes that you will oppose the Brent Spence Bridge Corridor expansion project. The project won't solve the bridge's traffic and safety problems, but it will harm local communities, cost taxpayers billions of dollars, and only heightens our reliance on cars and fossil fuels. Highway expansion projects harm already vulnerable populations. This expansion project will promulgate plumes of dust and fumes, worsening air pollution and health outcomes in nearby communities in the long term while interrupting people's everyday lives in the short term. After months of negotiation, Covington residents are still giving up over a dozen properties to the state to build this highway. And despite all of this, the project likely will not even solve the problems it is setting out to fix. Research strongly suggests that expanding highway capacity attracts more vehicles and increases traffic, the reverse effect of what KYTC's proposed plan is supposed to achieve. Our region carries the burden from hundreds of trucks crossing the bridge corridor daily, but most of the freight crossing the bridge is neither made here nor delivered here. The chronic truck congestion on the bridge makes it extremely unsafe. Rather than spend billions on an un-aesthetic, unnecessary highway, Kentucky and Ohio should be investing in the livelihoods of its residents. Funding should be shifted to expanding transit options and multi-modal transportation projects while reducing non-local truck traffic. We should be reducing air pollution and greenhouse gas emissions, not creating opportunities to worsen them. We cannot remain fully dependent on cars as transportation. As we have seen recently, the financial precariousness of car ownership places a mounting burden on American families. Investing in better public transit systems will reduce traffic congestion, reduce the cost to taxpayers while seeing a more beneficial use of their money, and improve the quality of life in neighboring communities. I am hoping that you will not support expanding the Brent Spence highway but rather invest in our communities, our transportation system, and our health and safety.	Thank you for your comment regarding the Brent Spence Bridge Corridor Project. The provided petition and accompanying form letters have been included in the project record. The Brent Spence Bridge Corridor Project is a direct outcome of a major planning study known as the North South Transportation Initiative (Initiative) that was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) in 2004. The study considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The study and subsequent update concluded that additional highway capacity (five lanes) were needed south of the I-74/I-75 interchange, including the Brent Spence Bridge. The agencies (ODOT and KYTC) then established the Brent Spence Bridge Corridor Project to address the highway capacity needs. At the onset of the project and continuing through today, the identified goals of the Brent Spence Bridge Corridor Project are: • Improve traffic flow and level of service • Improve safety • Correct geometric deficiencies • Maintain connections to key regional and national transportation corridors The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and seek to enhance travel for other modes of transportation, including bicycle and pedestrian, within the project corridor. In addition to engineering feasibility studies, the project has followed and will continue to follow the National Environmental Policy Act (NEPA) to evaluate environmental impacts from the project. As such, the project team has worked to reduce the project footprint and impacts, specifically to properties located within Covington.

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143B	Public Input	01/05/2023 - Email Comment - Please see attached for a progress report taken today of results from a survey that Bridge Forward Cincinnati has been circulating in the community, here. Each response is from a unique respondent. Final results and an analysis will be forwarded when the survey period is complete.	Comment noted.
143C	Alternatives	01/05/2023 - Email Comment - Please also see attached for letters of support for Bridge Forward's design direction goals to date from local Community Councils. More will follow. The final attachment is procurement language that Bridge Forward is requesting be included in the initial RFQ or as an addendum to the RFQ. [Attached letters from: Camp Washington Community Council (undated), Over the Rhine Community Council (12/20/2022), West End Community Council (10/25/2021 and 10/28/2022).]	The provided letters of support for Bridge Forward's design direction goals have been added to the project record. We are continuing to work on the Brent Spence Bridge Corridor Project with our stakeholders to capture opportunities to address shared community priorities. The specific language in the progressive design-build contract documents is developed and vetted through a rigorous process led by a multidisciplinary team of industry and legal professionals. The draft contract documents released on January 13, 2023 include requirements for the design-build team to develop draft alternative design concepts and an innovation plan that improve project quality, reduce costs, shorten schedule, and support the project goals and objectives. Stated objectives in the draft contract documents include: building a good project by building a project with a context sensitive design that fits within the community, minimizing footprint to maximize public investment and potential for developable space, improving neighborhood connectivity across the interstate, providing strong aesthetic value, minimizing physical intrusion, and designing for sustained quality of life, among others. Draft alternative concepts will be evaluated through a collaborative effort with ODOT and KYTC and other community partners, as appropriate, and will consider long term maintenance and operation costs. The draft contract documents also require adherence to all environmental commitments in the supplemental EA.
144	Construction	01/06/2023 - Web Comment - When are RFPs due?	The draft Request for Proposals (RFP) for progressive design-build teams will be released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Additional information can be found on the project's procurement website: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx

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145	Construction	01/06/2023 - Web Comment - I am a licensed professional Civil Engineer in Ohio. I would be thrilled to work on the new bridge project.	Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
146	Historic Resource	01/06/2023 - Web Comment - I have noticed, after looking at the renderings of the new bridge, that a major portion of the B&O Freight Terminal will be demolished. I am not sure if anyone is aware or not, but this building is listed on the National Register of Historic Places. As a supporter of historic preservation, I implore you to consider the historic aspects of this building and find a way to avoid demolishing this historic building. As a starting point, may I direct you to the Golden Gate Bridge? When it was initially designed, Fort Point, a historic fortification on the shores of San Francisco Bay, was to be demolished. But, after a redesign of the bridge, an arch span was incorporated into one of the approaches that straddled the fort. Hopefully, this may be an option to preserve this historic freight terminal.	ODOT and KYTC are aware of Longworth Hall's historic significance. The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable. To mitigate the impacts, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall as part of the project.

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

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148	Roadway/Bridge Design	01/09/2023 - Web Comment - How come the new bridge can't be a bridge for traffic taking i75 (4/5 lanes) while Brent Spence Bridge (reduced to 3 lanes) is a bridge solely for traffic going from I71/75 onto Fort Washington Way and onto Columbus? Both bridges could still have exits/on ramp to/from downtown Cincinnati thus meaning the insane spaghetti looking ramps of an interchange on the Cincinnati side would likely take up less? I feel this idea should very much be considered since we only get to do this right once!	The project will build a new double-decker companion bridge that will carry through (Interstate) traffic. The project will also build a collector-distributor system that will provide access to and from local destinations. The existing Brent Spence Bridge will be used for local traffic as part of the collector-distributor system. Access to I-71 will be provided via the new companion bridge and the existing Brent Spence Bridge. Ramps to and from the Interstate will provide access to the collector-distributor system, from which travelers will be able to access local destinations. Adding additional exits/on ramps to and from downtown Cincinnati from the through (Interstate) lanes would increase the number of ramps on the Cincinnati side and would take up substantially more space than the current design. Various configurations of lanes at the crossing of the Ohio River have been considered throughout the project's development, including suggestions similar to what the commenter describes. The preferred solution, Concept I-W, has been found to best meet the goals identified for the project.
149	Public Input	01/10/2023 - Web Comment - what is the public participation process for the BS bridge and the corridor?	KYTC and ODOT completed a series of 16 targeted neighborhood outreach meetings for the project in November and December 2023. The public is also able to submit comments via the project website (www.brentspencebridgecorridor.com). Public hearings scheduled in July/August of 2023 will provide another opportunity for public participation. The public can also access information about the project by visiting the project website, signing up for project updates, and viewing the project's social media accounts: https://www.facebook.com/BrentSpenceInfo and https://twitter.com/brentspenceinfo.
150	Construction	01/10/2023 - Web Comment - I simply wanted to know if this contract has been awarded. I also would like to know who the contract was awarded to. Our company has several deck barges and spud barges that may be able to help with the project. I appreciate your time.	The draft Request for Proposals (RFP) for progressive design-build teams was released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Additional information can be found on the project's procurement website: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx

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151	Roadway/Bridge Design	01/10/2023 - Web Comment - Will the NEW Brent Spence Bridge for I-71-75 also be a double-decker bridge?	Yes. The new companion bridge will be a double-decker structure. The top deck will carry five lanes of northbound traffic, and the bottom deck will carry five lanes of southbound traffic.
152	Construction	01/10/2023 - Web Comment - --Could you send me information on who is doing the work on this bridge? I heard you needed welders, etc. I have bridge building experience. Have supervised total construction of bridges, experienced welder, etc. Just need to know who I need to contact to get more information on working on this project. Thanks for you help any help is greatly appreciated.	Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
153	Noise	01/11/2023 - Web Comment - I live on the corridor very close to the highway and want to do everything I can to get the walls built so that it isn't as loud for the residents.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both KYTC and ODOT are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
154	Noise	01/11/2023 - Web Comment - I, along with the members in my household, are in full support of a sound wall to improve the quality of living on W Maple as well as avoid potential problems involved. * Property values on West Maple will, undoubtedly, go down should noise levels increase. * Currently as a resident of West Maple, we can't hold a conversation in our front yard with friends and neighbors given the intense noise levels. * West Maple currently has the highest noise level reading in all of Fort Mitchell. This will only get worse with this project, and even with a sound wall, this West Maple Avenue will still be the highest noise level reading in all of Fort Mitchell. * Even before this project, the noise from the traffic and trucks, specifically, wake us up in the middle of the night. This will only get worse as traffic increases. * The sound wall along West Maple has been deemed unreasonable, meaning it doesn't affect enough people to make it cost effective; however, the taxes paid by the residents of West Maple are significant given the home values associated with this area. We pay WAY to much to the city to not be considered for this sound wall. It affects our lives!	You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue. Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

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

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

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

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

Comment Number	Nature of Comment	Comment	Response
162	Project Mailing List	01/12/2023 - Web Comment - I would like to receive updates on this project.	This individual was added to the project mailing list.
163	Construction	01/13/2023 - Web Comment - I'm with United Rentals. I'm looking to learn who the general contractors will be. I can help with the equipment that will be required to perform coffer damns	The draft Request for Proposals (RFP) for progressive design-build teams was released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
164	Noise	01/14/2023 - Web Comment - Thank you for seeking feedback on the perceived benefit of including a sound wall to the Brent Spence Corridor Project serving the residents of Ft. Mitchell, KY. I have a good and longtime friend who lives 100 yards from Interstate 71 in Montgomery, Ohio, approximately 20 miles from the proposed project. When Interstate 71 was improved many years ago a sound wall was built which he can see today from his home. He told me this week that the sound wall was of immense benefit to him and his neighbors as it greatly reduced the sounds of traffic 24/7, improving their quality of life. I believe in similar fashion the residents of the corridor in KY leading to the bridge who will be affected by any roadway additions would benefit from a sound wall as did the residents of Interstate 71 in Cincinnati. I am thus asking for similar consideration. Thank you.	Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding noise walls in Kentucky. KYTC has identified several locations along the Brent Spence Bridge Corridor for potential noise walls to mitigate noise impacts in accordance with its noise policy, including several areas in Fort Mitchell. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. In Fort Mitchell, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

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

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

Comment Number	Nature of Comment	Comment	Response
169	Noise	01/17/2023 - Web Comment - I am a resident of West Maple Avenue in Fort Mitchell, KY. While I am excited about the upcoming changes to our city regarding the bridge and expressway updates, I am concerned with how this will impact the quality of life in my neighborhood. While a wonderful street to live on, West Maple Avenue is already VERY noisy, and I fear that the expressway expansion with no sound wall will further interrupt our everyday lives. Current state, the noise from the expressway often times wakes me and my family up in the middle of the night, and we are unable to gather on our front porch without struggling to hear each other speak. As do many of our neighbors, we spend ample amounts of time during the spring and summer months in the back yard and on our back deck. We already hear a lot of noise from the expressway, and I am sure this will only get much worse with no sound wall. Lastly, my neighbors and I are extremely nervous of how the changes to the expressway with no sound wall will impact the value of our homes down the road, which we would not be able to control. All of this being said, please consider the addition of a sound wall to the expressway near West Maple Avenue so that the residents of our beloved street do not have to bear any further noise or distraction. Thank you so much!	Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue. Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
170	Construction	01/17/2023 - Web Comment - What day in the 1st week in Feb with they announce companies that are doing the work on the bridge. [REDACTED]	The draft Request for Proposals (RFP) for progressive design-build teams was released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
171	Project Mailing List	01/19/2023 - Web Comment - Trying to sign up for updates only. Thank you.	This individual was added to the project mailing list.

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

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

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

Comment Number	Nature of Comment	Comment	Response
180	Construction	01/23/2023 - Web Comment - Good afternoon. My name is [REDACTED] with Hercules Machinery. We are a pile driving equipment supplier located in Indiana. I was wondering if there is a bidders list for the project? If so, could you possibly help me to locate it. Thank you in advance for your time.	The draft Request for Proposals (RFP) for progressive design-build teams was released on January 13, 2023. The final RFP will be advertised on February 17, 2023. Proposals from design-build teams are due on March 31, 2023. The design-build contract will be awarded on May 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
181	Noise	01/24/2023 - Web Comment - Please allow this letter to serve as my formal request for you to include a wall when expanding the I75 bridge project. I recently moved to 125 W Maple Ave FtMitchell,Ky. I have never lived in a condo but never expected the noise i would experience. I cannot use my deck or patio due to the expressway noise and i am awakened from large trucks and motorcycles during the night. Anything you can do to get approval for this wall will be greatly appreciated. Another lane on the expressway will make my property value decrease. This was to be my home for retirement.	Thank you for your comment regarding the Brent Spence Bridge Corridor Project. You provided a comment regarding a noise wall near West Maple Avenue. As part of the environmental work for the project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the Brent Spence Bridge Corridor. Some were found to be warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue. Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is currently recommending a noise/visual screening wall at this location. KYTC and the project team will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
182	Information Request	01/26/2023 - Web Comment - I would like to schedule a call with the project team please.	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
183	Noise	01/26/2023 - Web Comment - I want to know how my house will be affected. I live at [REDACTED] Kyles Lane in Ft. Wright, KY. I already hear all of the traffic. How much worse is it going to be?	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project. Based on current design, the project will not directly impact this residence. Kyles Lane and the ramp from northbound I-71/I-75 will be rebuilt in the existing location. Exhibits showing the current corridor configuration can be found here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. Noise walls recommended along I-71/I-75 will lower noise levels at this location in future conditions. Detailed maps showing predicted noise levels near Kyles Lane can be found in the presentation from the Ft. Wright neighborhood meeting, which is included in the meeting summary on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/2022-12-01_Fort-Wright-Neighborhood-Meeting-Summary.pdf.
184	Information Request	01/26/2023 - Web Comment - Hi is there anyway someone can contact me about a picture on your website? We would like to use it but need permission. Thanks!	A member of the project team contacted this individual.
185	Project Mailing List	01/26/2023 - Web Comment - Please send updates	This individual was added to the project mailing list.
186	Project Mailing List	01/27/2023 - Web Comment - [REDACTED]	This individual was added to the project mailing list.
187	Project Mailing List	01/29/2023 - Web Comment - Thank you for the opportunity to keep abreast of this vital project.	This individual was added to the project mailing list.
188	Project Mailing List	01/30/2023 - Web Comment - Thanks for adding me to the email/updates list!	This individual was added to the project mailing list.
189	Construction	01/31/2023 - Web Comment - I would like the link and or advice on prequalification. Our company is an MBE that specializes in Construction Management (CM) and project control (Cost Schedule and document control)	Thank you for your interest in the Brent Spence Bridge Corridor Project. Information about prequalification for both ODOT and KYTC is provided in the presentation from the DBE Information Session held on December 7, 2022. That presentation can be accessed here (beginning with slide 27): https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-07-BSBC-Event-Slides_Combined.pdf Contact information for specific prequalification questions is also provided in the presentation.

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

Comment Number	Nature of Comment	Comment	Response
192	Information Request	02/08/2023 - Web Comment - How much freight in dollars/day is transported across the Brent Spence Bridge?	Thank you for your interest in the Brent Spence Bridge (BSB) Project. The BSB corridor forms a critical freight route connecting Canada to Florida, carrying more than $2 billion of freight every day and more than $700 billion of freight every year.
193	Construction	02/08/2023 - Web Comment - I work for Nelson Stud Welding and I want to ensure that our studs are used in this bridge project. Our studs are made in Ohio with American steel and meet all welding standards. The best part about using our studs is our service....I will be on jobsite to assist all stud Welding to ensure the job is on schedule. None of our competitors do this. Please feel free to contact me.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
194	Construction	02/08/2023 - Web Comment - I was hoping to connect with someone about the Brent Spence Bridge Corridor project. Is there a plan-holders list available?	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of contractors for the Brent Spence Bridge Corridor Project. Proposals will be due from design-build teams on March 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities.
195	Construction	02/08/2023 - Web Comment - Please be kind to send more information on new planned bridge. works description bid opportunities SBA opportunities	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's work description and procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. Information about SBA opportunities is provided in recent Diversity and Inclusion presentations for the project. Those presentations can be accessed using the following links: https://brentspencebridgecorridor.com/wp-content/uploads/2022/11/2022-11-07-Final-BSBC-Slides.pdf, https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-07-BSBC-Event-Slides_Combined.pdf, https://brentspencebridgecorridor.com/wp-content/uploads/2023/01/DI-Committee-Slides-2023_01_25.pdf.

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

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

Comment Number	Nature of Comment	Comment	Response
203	Construction	02/16/2023 - Web Comment - Where can I find a list of all the items o be purchased for the bridge project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. A list of all the items to be purchased for the project has not been prepared, as the design has not yet progressed to the point that such a list can be prepared. For more information, including project's Request for Proposals and Technical Requirements, please visit the project's procurement website: https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627
204	Construction	02/17/2023 - Web Comment - Where or how can I find names of the companies that are awarded the contracts to do the work on the Brent Spence Bridge Corridor? I would like to know who they are so I can reach out to them about staffing. Thank you!	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of contractors for the project. Proposals will be due from design-build teams on March 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/ You may also sign up for a networking event on March 7, 2023 using this link: https://www.eventbrite.com/e/odot-kytc-brent-spence-bridge-corridor-project-networking-meet-greet-tickets-529800857627
205	Construction	02/17/2023 - Web Comment - When is this project estimated to begin?	Thank you for your interest in the Brent Spence Bridge Project. The groundbreaking for the project is anticipated to occur in late 2023 with construction beginning in earnest in 2024. The project is expected to be substantially complete in 2029.
206	Public Input	02/21/2023 - Email Comment - The below email was sent on 1/4/2023 which included the attached letter [Comment 132A]. Over a month has passed since it was sent. When can I expect a response?	A response to the original email/letter (Comment 132A) was sent on February 24, 2023.

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

Comment Number	Nature of Comment	Comment	Response
211	Miscellaneous	02/22/2023 - Web Comment - I understand you are trying to keep this project local, but we would appreciate the opportunity to help with anyone with extended stay needs. I am the Area Director of Sales for Sonesta. My Sonesta ES Suites Cincinnati Blue Ash location has fully equipped kitchens that include ovens. We are the perfect home away from home. We provide a nice, safe, yet affordable place to stay. I can send you a virtual tour of our property, if interested.	Comment noted. A member of the project team returned a call received on this issue from the commenter.
212	Project Mailing List	02/23/2023 - Web Comment - Just wanted to be included in the information website	This individual was added to the project mailing list.
213	Public Input	02/26/2023 - Email Comment - Please see attached for additional survey results from unique respondents submitted between 1/5/23 and 2/21/23 (with PII removed), and for a letter from the Mt. Aurum Community Council.	Comment noted.
214	Information Request	03/02/2023 - Email Comment - I am looking at the 2006 Planning Study Report available at https://brentspencebridgecorridor.com/documents/, but I can't find the appendices anywhere online. Can you either send me a link or the actual appendices themselves, and especially Appendix D, which lists all of the 25 or so alternatives that were initially considered? I would very much appreciate it.	The requested information was provided to this individual.
215	Construction	02/28/2023 - Web Comment - I would like to find out the names of the contracting teams that have expressed an interest in this project. We are expansion joint fabricators and would like to reach out to them.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Due to confidentiality concerns, ODOT and KYTC are not able to provide a list of contracting teams that have expressed an interest in the project. Proposals will be due from design-build teams on March 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process. This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/ You may also email your product information to the following address: BSBProcurement@dot.ohio.gov

Comment Number	Nature of Comment	Comment	Response
216	Alternatives	02/28/2023 - Web Comment - Our downtown is landlocked between the hills, river, and I-75. I believe that we should consider Bridge Forward's (https://www.bridge-forward.org/) ideas to reclaim land around the Ohio side of the I-75 approach to the proposed bridge. This reclaimed land along with their other ideas could be the catalyst to re-development of the entire West End / Queen's Gate area. Now is the time to slow this thing down and get it right since we will have to live with the result for generations.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf. ODOT and the City of Cincinnati have also held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project, West End, and Queensgate. The City of Cincinnati has also invited a representative of Bridge Forward to participate in an advisory committee it is forming to represent local concerns in the development and construction of the BSB Corridor Project.
217	Project Mailing List	03/01/2023 - Web Comment - I would like to obtain notifications on this important project.	This individual was added to the project mailing list.
218	Construction	03/01/2023 - Web Comment - Is there a way to know who is bidding on the design-build? Is there a copy of the RFP available? We are trying to submit bids to subs for aggregates.	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of teams bidding on the progressive design-build project. Proposals will be due from design-build teams on March 31, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process, including links to the request for proposals (RFP). This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/ You may also email your product information to the following address: BSBProcurement@dot.ohio.gov
219	BSB Companion Bridge	03/02/2023 - Web Comment - A COMPANION BRIDGE IS A FAILURE. THE ANSWER LIES BACK IN 1960.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.

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

Comment Number	Nature of Comment	Comment	Response
224	Construction	03/07/2023 - Web Comment - Looking for the latest on the bridge project. Will there be associated structures for maintenance, etc.?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The technical requirements are provided on the project's procurement website: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx ODOT and KYTC have longstanding maintenance agreements in place with respects to bridges over the Ohio River. The maintenance of the new companion bridge will be covered by the Interstate Cooperative Agreement: https://brentspencebridgecorridor.com/wp-content/uploads/2023/02/2023.2.17-OH-KY-Interstate-Cooperate-Agreement_Fully-Executed.pdf
225	Construction	03/08/2023 - Web Comment - I am certain that the team that has been assembled for the design of the bridge is very capable and efficient, but I would like to offer a suggestion. The Weirton-Steubenville Bridge (Veterans Memorial Bridge) crossing the Ohio River is nationally recognized. This was designed by the T.Y. Linn Group. The Walsh Group out of Chicago is one of the largest bridge designers in the country. Would it make sense to get some perspective from a different source?	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC are currently requesting proposals from design-build teams interested in working on the project. This request for proposals is open to all firms that meet the qualifications outlined in the procurement documents, which are available here: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspxopen. Proposals from prospective design-build teams are due on March 31, 2023. An extensive bridge type selection process was undertaken by the project team that included public involvement and input from the project Aesthetics Committee. See the Executive Summary of the process here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Bridge-Type-Selection-Executive-Summary-1.pdf. As the design continues to be refined, the Aesthetics Committee will continue to be engaged.
226	Project Mailing List	03/15/2023 - Web Comment - Representing Camp Washington and SpringDot.	This individual was added to the project mailing list.
227	Construction	03/17/2023 - Web Comment - When is the construction going to start?	Thank you for your interest in the Brent Spence Bridge Project. The groundbreaking for the project is anticipated to occur in late 2023 with construction beginning in earnest in 2024. The project is expected to be substantially complete in 2030.

Comment Number	Nature of Comment	Comment	Response
228	Multimodal	03/17/2023 - Web Comment - Please consider going to 2 lanes and having a nice, protected bike lane. This would be an important addition to connecting the community.	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. Reducing the number of lanes on the freeway would not meet the project's primary purpose, which includes improving traffic flow and safety in the I-71/I-75 corridor. Pedestrian and bicycle accommodations are not planned on I-71/I-75, the new companion bridge, or the existing Brent Spence bridge because of the proximity of other reasonable accommodations, including a crossing of the Ohio River at the Clay Wade Bailey Bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase. Although not provided on I-71/I-75, the project will incorporate pedestrian and bicycle facilities along local streets to improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations. In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.

Comment Number	Nature of Comment	Comment	Response
229	Information Request	03/28/2023 - Web Comment - I'm a reporter with WCPO 9 News. I was hoping to speak with someone on the Diversity & Inclusion committee about minority contractors being included in the construction of the Brent Spence Corridor Project. My deadline to have this interview completed is Tuesday March 28 at 2pm.	A member of the project team contacted this individual.
230	Construction	03/28/2023 - Web Comment - when will it start?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on the project is expected to begin in earnest in 2024. The portion of the project south of Linn St. in Ohio is expected to be essentially complete in 2030. Two phases north of Linn St. will start in 2025 and 2028 and will take3 to 4 years each to complete.
231	Diversity and Inclusion	03/29/2023 - Web Comment - You retards. Building a bridge properly has nothing to do with civil rights unless you don't want to build it properly.	Comment noted.
232	Diversity and Inclusion	03/29/2023 - Web Comment - As a female minority of the Jewish culture, I represent a minority of construction workers. As much as I enjoy seeing minorities given more opportunities, I also think all minorities need representation and a chance to further their careers into a positive future. Especially as a Jewish woman. We represent the smallest amount of actual construction workers. I just want a fair shake and think all minorities deserve a fair opportunity too	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx, which includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/
233	Diversity and Inclusion	03/29/2023 - Web Comment - This ridiculous. The project is a bridge. The most qualified engineers, contractors and workers should be employed regardless of what they may be if on a bridge that fails I wouldn't be consoled by learning that standards and qualifications were forwarded for diversity Assuming I survive of course	Thank you for your feedback about the Brent Spence Bridge Corridor Project. KYTC and ODOT are committed to hiring qualified professionals to work on the BSB project while also promoting and growing a diverse and inclusive workforce. We firmly believe that we can accomplish both. Any entity that works on the project will be required to adhere to all federal, state, and local design standards, specifications, and construction practices.
234	Diversity and Inclusion	03/29/2023 - Web Comment - I want the best company's working on the job. My family will be using the bridge on a daily commute and all I care about is that the most qualified people work on it and design it.	Thank you for your feedback about the Brent Spence Bridge Corridor Project. KYTC and ODOT are committed to hiring qualified professionals to work on the BSB project while also promoting and growing a diverse and inclusive workforce. We firmly believe that we can accomplish both while building a project that will benefit you and your family during your daily commutes.

Comment Number	Nature of Comment	Comment	Response
235	Diversity and Inclusion	03/30/2023 - Web Comment - Regarding the Brent Spence Bridge Project and "diversity and inclusion" as far as the contracts go, I feel that it is only fair that black businesses and workers have an equal shot at the project. It's only right. BUT I want you to make sure that the contracts you give out, the workers on the project, DESERVE the selection. This is a bridge over water we're talking about. Just giving out work to businesses and workers solely based on their skin color and a rule to include all races, is absurd and outrageous. I believe everyone deserves a fair shot. But not based on color. Base it on COMPETENCE. Having this bridge collapse full of vehicles all because you had to pick someone of a certain race is a very real concern, I hope you take into account. COMPETENCE, not COLOR.	Thank you for your feedback about the Brent Spence Bridge Corridor Project. KYTC and ODOT are committed to hiring qualified professionals to work on the BSB project while also promoting and growing a diverse and inclusive workforce. We firmly believe that we can accomplish both. Any entity that works on the project will be required to adhere to all federal, state, and local design standards, specifications, and construction practices.
236	Construction	03/30/2023 - Web Comment - We are a Belzona distributor, an international manufacturer of solid based epoxies for coating steel and concrete to prevent long term corrosion. Our 2 products for steel would be Belzona 5811 (Immersion Grade) and topped off with a Urethane called Belzona 5115. Both are non-solvented materials. We would like to know where to start? Who is the governing engineering firm we should talk with?	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC are currently soliciting proposals from teams bidding on the progressive design-build project. Proposals will be due from design-build teams on April 14, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process, including links to the request for proposals (RFP). This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/ You may also visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/newproducts/Pages/default.aspx for information on how to get materials approved for use on ODOT projects.
237	Project Mailing List	03/31/2023 - Web Comment - I live directly west of the Brent Spence at 405 Western Avenue, Covington. I wish receive updates as they become available. Thank You !!	This individual was added to the project mailing list.
238	BSB Companion Bridge	03/31/2023 - Web Comment - I noticed the email stating the companion bridge has been reduced to 84', but the total bridge width is 107'. Is this 107' smaller than the previous footprint?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The original total width for the companion bridge was 172 feet. Because of refinements incorporated into the design, the total width has been reduced to 107 feet.

Comment Number	Nature of Comment	Comment	Response
239	Information Request	03/31/2023 - Email Comment - The Cincinnati Herald would like to use this article and photos in our edition for next week. Please advise since it has a copyright.	A member of the project team authorized the use of the referenced article and photos.
240	Construction	04/01/2023 - Web Comment - Hi my name is [REDACTED] and I'm the owner of Good Hand Hauling llc. Our primary focus is hauling away cement, asphalt sand gravel and other bulk items. On March 7 I went to the meet and greet hosted by ODOT and was advised to filled out paperwork with Walsh and kokosing. at the time I was in the process of getting my approval for my DBE Certification I filled out the paperwork with the companies and never heard anything from those companies I have several dump trucks and I would like to be part of the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. We encourage you to reach out directly to any firms with which you have ongoing coordination to determine the status of those activities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/
241	BSB Companion Bridge	04/01/2023 - Web Comment - Is the new bridge going to have a name or just be called the. "Companion Bridge?"... Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. The new companion bridge is anticipated to be formally named, but process for naming the new bridge has not yet been established.
242	General Support	04/01/2023 - Web Comment - Great to hear about new bridge	Comment noted.
243	Construction	04/03/2023 - Web Comment - The company I work for owns and manages the Holiday Inn Cincinnati-Riverfront at 600 W 3rd St. Covington, KY. Of course, we are interested in providing accommodations for crews during this project when they are in need of securing lodging needs. Do you happen to have a point of contact for whom I can reach out to regarding this matter when the time comes?	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC anticipate that the design-build team will be announced in June 2023 and under contract by July 2023. You may reach out to the selected design-build team at that time.
244	Information Request	04/05/2023 - Web Comment - To whom this may concern, my name is [REDACTED], and I am a current senior at Mariemont High School, located in Cincinnati. I have been tasked with a “Civic Engagement Project” for my AP Government and Politics class. I decided I wanted to research and write about the Brent Spence Bridge. While it is definitely controversial, I would like to highlight the importance of it. It would be an honor to include primary insight in my research. Is there someone who would be willing to answer a couple of questions about the project, and other aspects of the bridge? Over the phone, or via email, whichever is preferred.	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
245	Construction	04/06/2023 - Web Comment - Hi, I am a regional sales manager for Champion Fiberglass. We manufacture fiberglass conduit and bridge hangers, fiberglass bridge drain, along with fiberglass strut. I would like to reach out to your team to possibly meet for a product demonstration and presentation. We have successfully done these with a lunch and learn format if you are interested or any other time would work for me. It would typically take 1 hour however I have shared a 30-minute version if this would be the time you all could give me. Please get back with me via email or phone [REDACTED] if I could meet with the people in your group that would be interested. Thank you and have a great day.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in May. Here is a link to the procurement website, and you can sign up for notification emails through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx Also, The following link will give you information and contacts on how ODOT can incorporate new products into its work: https://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/newproducts/Pages/default.aspx
246	Construction	04/06/2023 - Web Comment - Hope all is well I was wondering if they had the transportation part filled. I am An MBE and edge holder just seeing if they may need some tractor trailers or dump trucks, please let me know I would like to be a part of this project Thank you for your time have great day.	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC are currently soliciting proposals from teams bidding on the progressive design-build project. Proposals will be due from design-build teams on April 14, 2023. Please visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx for information on the project's procurement process, including links to the request for proposals (RFP). This web site also includes a form to sign up for email alerts to be notified of any future networking opportunities. In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/ You may also visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/newproducts/Pages/default.aspx for information on how to get materials approved for use on ODOT projects.

Comment Number	Nature of Comment	Comment	Response
247	Construction	04/06/2023 – Email Comment - I was hoping I could get your assistance as I'm trying to gather information on the Brent Spence Bridge Project which has gradually been moving forward. Champion Fiberglass manufactures an electrical conduit system that is utilized on bridges all across the country, so we are very interested in being a part of this project. With our products light weight yet rigid design, Champion Fiberglass could provide a substantial savings to not only material costs but also with installation and labor costs. I understand that the project is still in the early stages however I wanted to be diligent in making our interests in the project known, our main targets would be the firm(s) responsible for the electrical engineering portion of the project. Any information you could share at this time would be appreciated. Just to give you an idea of how our product is utilized in bridge applications below is an image of a bridge in Seattle, WA. where our conduit is being used. Should you have any questions on the material I have provided please let me know. Thank you in advance for your help.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in May. Here is a link to the procurement website, and you can sign up for notification emails through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx Also, The following link will give you information and contacts on how ODOT can incorporate new products into its work. https://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/newproducts/Pages/default.aspx
248	Construction	04/07/2023 - Web Comment - I represent the Courtyard Cincinnati Covington and would love the opportunity to host any upcoming meetings or updates related to the Brent Spence Corridor project. We would also welcome the opportunity to host any construction crews or project management teams in the area. Are you able to connect me with someone who handles this?	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC anticipate that the design-build team will be announced in June 2023 and under contract by July 2023. You may reach out to the selected design-build team at that time.
249	Construction/ Design	03/27/2023 - Email - Thanks for the response. So I'm a bit confused now that I look more into the project. So my understanding is there will be a new companion bridge with be I-71/I-75, correct? This will be 5 lanes of traffic in either direction. Then, the old bridge will be 3 lanes in either direction. Then, what is going to happen with the railroad bridge? Is car-traffic being added to the railroad bridge?	The design for the new, companion bridge, which will carry I-71/75 traffic, calls for five travel lanes in each direction, with two, 12-foot shoulders on each deck. The existing Brent Spence Bridge will remain in service, and it will be reconfigured to carry three lanes of local or commuter traffic in each direction. As indicated below, preliminary studies have indicated that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. This structure carries U.S. Route 42 and U.S. Route 127 across the river between Cincinnati and Covington, adding bike lanes to this bridge will be evaluated during the project's progressive design-build phase. Vehicular traffic will not be added to the C&O Railroad Bridge, which runs alongside the Clay Wade Bailey Bridge.

Comment Number	Nature of Comment	Comment	Response
250	Right-of-Way	04/09/2023 - Web Comment - Hello , We live in Ludlow, Ky & have interests in west Covington .I was wondering what structures in West Covington well the new Bridge alienate, I can not find any plan on the net.	Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. Impacted structures are shown with red hatching on the exhibit. The Kentucky Transportation Cabinet (KYTC) is currently in the process of acquiring the property needed to build the project and will formally notify property owners and residents as part of the relocation process. Please keep in mind that if you are impacted, you are entitled to compensation for the property (if you own) but also relocation expenses (if you own or rent). Please don't hesitate to reach out if you have any additional questions.
251	Construction	04/11/2023 - Web Comment - Happy Tuesday! I have an existing construction company. How do I get connected with the Prime contractors for this project? I'd love to connect with them!	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of contractors for the Brent Spence Bridge Corridor Project, as the project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/
252	Construction	04/12/2023 - Web Comment - Hello - I was wondering if there is a plan-holder list for this project. Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC do not have a list of contractors for the Brent Spence Bridge Corridor Project, as the project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx In addition, the project website has information for those interested in working on the project: https://brentspencebridgecorridor.com/work-with-us/

Comment Number	Nature of Comment	Comment	Response
253	Construction	04/14/2023 - Web Comment - I am a Logistics Account Executive at Total Quality Logistics. With expertise in Oversize-Overweight solution development here at the Lexington, KY office. I am already in talks with a company in Maysville, KY about finding solutions for them to tear down the current bridge associated with this project near CVG. If you would like to talk to me about how I may be able to assist with this project, please send me an email or call my cell at [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for developing means and methods for delivery and removal of oversize-overweight items, so they would be the appropriate group to work with once selected.
254	Project Schedule	04/20/2023 - Web Comment - Where can I find a schedule of construction for the project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2028 and be complete in 2031. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2025 and end in 2029. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is anticipated to begin in 2023 and be complete in 2030.
255	Miscellaneous	04/21/2023 - Web Comment - I saw your website and I wanted to reach out because I think I can be of great assistance. I provide Virtual Assistants to Business Owners. We help aid with their tedious day-to-day tasks like; prospecting, administrative tasks, cold calling, database management, social media branding, content writing, and accounting work. Are you currently looking for any help?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for day-to-day tasks, so they would be the appropriate group to work with once selected.

Comment Number	Nature of Comment	Comment	Response
256	Construction	4/21/2023 - Web Comment - Hello, I am filling out this field because I am interested in providing logistics/transportation needs for the construction of the Brent Spence Bridge Corridor Project. TQL (Total Quality Logistics) is a locally owned company with our HQ in Cincinnati. My team and I are located in the Lexington, KY office, so we have assets in both states. We are confident we can provide any and everything you need as far as project transportation for the construction of the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for overseeing logistics/transportation needs for the project, so they would be the appropriate group to work with once selected.
257	Public Input	4/24/2023 - Email Comment - My name is [REDACTED], and I'm a volunteer with Bridge Forward Cincinnati. I'm writing today to share with you a digital copy of the Bridge Forward Community Engagement & Participation Report 2023. Several hard copies of this report will also be sent to the Ohio FHWA office and ODOT, those should be received in the next few days. Bridge Forward Cincinnati is a grassroots non-profit organized around making the Brent Spence Project as beneficial to the local community as possible. There have been reports recently about a group that wants to stop the Brent Spence Project. That is not our position, and we are not affiliated with that group.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comments and provided information will be included in the project record.
258	Roadway/Bridge Design	4/22/2023 - Web Comment - Where can I view a drawing of the new bridge and surrounding area. Not on-line, it's too small. I'd like to see how it may affect my home.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Maps showing the new companion bridge and surrounding area can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/04/2023-04-24_Corridor-Exhibit.pdf. You can access renderings showing what the project might look like from various locations here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/02/Renderings-for-Boards-Reduced.pdf. The maps and drawings linked above have enough resolution for you to zoom in to look more closely at specific locations. If you would prefer hard copies of project mapping, please provide your address, and we would be happy to mail them to you.

Comment Number	Nature of Comment	Comment	Response
259	Construction	04/24/2023 - Web Comment - I work at TQL and I am wanting to get in touch with a project manager for the Brent Spence Bridge Corridor Project. Just wanting to extend any services necessary for this project. Whether it is OSOW, FTL, drop-trailer, or warehousing, TQL and I can assist with the best service in logistics. Feel free to reach out to my work line [REDACTED] or my personal line [REDACTED] and I would love to help out in any way.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for overseeing logistics/transportation needs for the project, so they would be the appropriate group to work with once selected.
260	Roadway/Bridge Design	04/25/2023 - Web Comment - I noted that there would be a move of the us 50 entrance ramp westward ... what effect will that have on the buildings directly off the Linn exit ramp? Will they be demolished in the construction? Thank you for your response. If there is a map that I could view as well, I would be interested if you could tell me how to view it. I could not tell much by the overview.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on coordination with the City of Cincinnati, the northbound I-75 exit to 5th street will be reconfigured to create a new signalized intersection with the US 50 ramp approximately 300 feet west of Central Avenue. This change will take place in the area that is already occupied by the highway and will not impact on any existing buildings. Maps showing the proposed project can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2023/04/2023-04-24_Corridor-Exhibit.pdf.
261	Information Request	04/27/2023 - Web Comment - Would like additional information on how to be in touch with contractors bidding project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx
262	Project Mailing List	04/29/2023 - Web Comment - I would like to get the project updates.	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
263	Right-of-Way	04/29/2023 - Web Comment - I don't know why you guys aren't taking the back end of Hermes Avenue in Covington there are a lot of empty run down homes the noise is deafening now, water from Dixie highway runs off the hill because all of the condos they have built behind it; this street could connect Pike Street and the express way and ease traffic from the 12th street on ramp. There's no places to park which causes tempers to flair. It should be used to ease traffic congestion.	Thank you for your interest in the Brent Spence Bridge Corridor Project and your inquiry regarding property along Hermes 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 Hemes Avenue; therefore, they will not be acquired. In addition, KYTC is proposing noise walls that will help to reduce noise levels along Hermes Avenue. The issues raised about local development patterns, stormwater management, parking, and traffic patterns are outside of the scope of this project and would be best addressed by local agencies. Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here. Impacted structures are shown with red hatching on the exhibit. This exhibit also shows the locations of proposed noise walls.
264	Alternatives	04/29/2023 - Web Comment - YOU NEED TO THINK IN THE 1960 BOX.!!!!!!!!!!!!!!!!!!! A. CURRENT DESIGN 1. THE UNDERGROUND RIVER PROBLEM 2. B/S IS CANTILEVERED 3. LANES ARE SMALL 4. COMPLETION HAD A COST FACTOR BELOW NEED 5. GRADE DEGREE SLOWS HEAVY VEHICALS B. FUTURE 1. CORRECT GRADE TOO FLOW THRU TRAFIC AT DESIGN SPEED 2. RESTRUCTURE CURRENT BS BRIDGE TO LESSON CANTALEVER 3. REDUCE PROPERTY ACQUASSION TOO A MINIMUM. 4. REDUCE TOTAL COST TOO BELOW THE $3B PRICE C. CONSIDER CORRECTION OF 1960 1. SET NEW PILINGS ABOUT 20 FEET OUT IN RIVER ON EACH SIDE 2. CONNACT CURRENT DECKS ON EXISTING PILINGS AND NEW PILINGS (REDUCES CANTILEVER PROMBEM) 3. CONSTRUCT A THIRD DECK (BYPASSING CINCY AND COVINGTON EXITS) AT APPX 100 FEET WIDE 4. CONSTRUCT ELEVELATED HIGHWAY OVER EXISTING ROADWAY STARTING BETWEEN OHIO HOPPLE / WESTERN HILLS EXITS AND KENTUCKY KEYLES LANE. 5. ESTIMATED COST BASEED ON CALIFORNIA ELEVATED HIGHWAY PRICES < $2.4B. !!!!!!!!!!!!!YOUR IDEA WILL KEEP THE PROBLEM IN PLAY!!!!!!!!!!	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 rehabilitating the existing Brent Spence Bridge and building a new companion bridge is feasible and the preferred alternative for addressing the traffic flow and safety problems in the corridor. KYTC and ODOT will work with the selected design-build team to prepare detailed design plans for the new companion bridge. The project will not change the grade on the cut-in-the-hill in Kentucky. Adding a third deck to the existing Brent Spence Bridge would not satisfy the project's purpose and need, because it would not provide enough lanes to carry the traffic projected to travel through the corridor. Likewise, constructing an elevated highway above the existing roadway through the majority of the 8-mile corridor would substantially increase the project's costs and impacts and is not required to satisfy the project's purpose and need. KYTC and ODOT have incorporated several refinements (including refinements to the design of the new companion bridge) to minimize project costs and will continue to work with the selected design-build team to identify additional cost-saving measures. While additional land will be required to build the project, ODOT and KYTC have worked to substantially reduce the project's footprint, including reducing the residential relocations from over 40 to 4.

Comment Number	Nature of Comment	Comment	Response
265	Project Schedule	04/29/2023 - Web Comment - Completion date. ???	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2028 and be complete in 2031. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2025 and end in 2029. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is anticipated to begin in 2023 and be complete in 2030.
266	Construction	05/03/2023 - Web Comment - We were at the Tri-state conference last week. We are a KYTC DBE/SBE certified company. We also are certified in Indiana. Can someone help me navigate the Brent Spence Bridge Corridor project. We heard that DBE's from Kentucky can bid on projects. I'd like to better understand that and what are the first steps we need to do.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/ In addition, here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx
267	Construction	05/05/2023 - Web Comment - I am reaching out to find out how I go about applying for appointment and an opportunity to work on this project, may I get a list of contractors who will be on job site? If I'm not mistaken this would be considered Union work? Should go to Union Hall in Kentucky or Ohio to seek employment? I'm assuming Ohio cuz that's where I resign? Any information would be greatly appreciated not too savings with trying to work this site. Thank you for taking the time out to read and gather information in regard to my question.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Please visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/
268	Construction	05/10/2023 - Web Comment - Has their already been a bid meeting?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. Proposals have been received and are being evaluated by ODOT and KYTC. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future announcements about the project's procurement activities: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx

Comment Number	Nature of Comment	Comment	Response
269	Miscellaneous	05/11/2023 - Web Comment - Good morning. I am the Immigrant Liaison at Hamilton County Community Action Agency. We are interested in joining the Diversity and Inclusion committee for the Brent Spence Bridge Corridor project. We believe our presence with the immigrant communities in the region will be instrumental in your outreach efforts to diverse entrepreneurs and workforce development trainees. Please let us know if we are able to join your efforts at this point, and how do I go about doing that. Thank you in advance for your response. Best regards.	Thank you for your request to join the Diversity & Inclusion Outreach Committee. The ODOT Office of Opportunity, Diversity, and Inclusion will reach out to the Hamilton County Community Action Agency with a formal invitation.
270	Construction	05/26/2023 - Web Comment - I just wanted to reach out to see if it was possible to lend a hand with this project. I work for a logistics company called Total Quality Logistics! We can provide Crane and Forklift rentals along with rigging crews. We can also assist with drop trailer, warehouse storage and transportation of materials and equipment if needed! I am currently located in Evansville, IN. However, we have capacity in all 50 states for all of these services. So location is never an issue with any of the projects that I help with. If anything comes up that I can help with, please feel free to reach out at anytime!	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for overseeing logistics/transportation needs for the project, so they would be the appropriate group to work with once selected.
271	Construction	05/31/2023 - Web Comment - We are a bridge AISC certified fabricator. Do you know when this project will go out for bid? Would you know who might be bidding on this project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx The design-build team will be responsible for developing means and methods for construction of the project, so they would be the appropriate group to work with once selected. You may also visit https://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/newproducts/Pages/default.aspx for information on how to get materials approved for use on ODOT projects.

Comment Number	Nature of Comment	Comment	Response
272	BSB Companion Bridge	05/31/2023 - Web Comment - Think BOLD, not boring! Consider this type of cable bridge: https://www.roadtraffic-technology.com/projects/i-280/ The design is already in the box and ready to be utilized.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The design of the new companion bridge is not yet determined. It may be an arch design or a cable stayed design. Pictures showing what the arch or cable stayed design might look like can be found on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2023/02/Renderings-for-Boards-Reduced.pdf. These bridge types were selected through an extensive bridge type selection process that was undertaken by the project team that involved public involvement and input from the project Aesthetics Committee. An Executive Summary of this process can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Bridge-Type-Selection-Executive-Summary-1.pdf. 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.
273	Project Mailing List	06/06/2023 - Web Comment - Please keep me updated on public hearings.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You have been added to the project mailing list and will receive future project updates, including information about the public hearings, when they are scheduled.
274	Right-of-Way	06/09/2023 - Web Comment - I have a client on the Ohio side of the River that owns a large tract of land near the River that appears to be in the construction path, but he indicates that no one has contacted him. Is there someone I can speak to and explore this question? again, property on the Ohio side.	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
275	Right-of-Way	06/09/2023 - Web Comment - I own [REDACTED] in Covington and when we met in the fall, I was told property procurement for my area would begin in the spring and was wondering if you have a date when that may begin? My tenant was asking me, and I told him I would reach out to you.	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project, and more specifically, the timeline associated with the acquisition of your property located within the project area. Due to the location of your property within the historic district, initiating the Right of Way process for you (as the property owner) and your tenant is contingent upon completing the update to the environmental documentation for the project. Unfortunately, that process is taking longer than originally anticipated and was not completed as planned. We continue to be actively engaged in the environmental process, but current schedule shows a delay of approximately a year. However, we continue to work to accelerate the timeline. I understand the uncertainty in the timeline for you and your tenant is difficult. Please feel free to reach out to me directly (contact information below) with any additional questions or periodic updates.
276	Alternatives	06/15/2023 - Email Comment - I just thought that there's a local effort to try to have the highway department change their alignment on expanding the Brent Spence Bridge and this effort is an angle that they're playing as Leverage. The group is called Bridge Forward they could be blackmailing the municipality like this. Is that legal?? Are they creating any liability for ODOT or USDOT? Please forward to me email addresses for the US.councils all they got is their phone numbers I would like to register what is attached to them also. I don't need to tell you but this city is out of control and the governor should take over like they do in other states their MSD is running wild among everything else. They are $400 million deferred maintenance for Paving and another $100 million for deferred facilities and that's only what I know about. I worked in the expressway design office in this time period As a draftsman/technician working on all the part takes and whole takes for IH75-IH74 and IH71.	I am in receipt of your correspondence to ODOT's Office of Chief Legal Counsel regarding the Brent Spence Bridge Corridor project, and as with all new construction projects, we are reviewing community input as part of our public involvement process. For more information about the project, please visit the project website at Brent Spence Bridge, where you can learn more about the current status of the project, sign up for our newsletter, submit comments, and review documents.

Comment Number	Nature of Comment	Comment	Response
277	Diversity and Inclusion	06/09/2023 - Web Comment - I am a principal at 7PM Group LLC (7PM). 7PM is a DBE and MBE certified consulting company, and we led the team that wrote and managed the Diversity, Equity and Inclusion (DEI) component for the $4 billion dollar Louisville Southern Indiana Ohio River Bridges Project (LSIORBP), which included us physically traveling to all 120 counties in Kentucky, 8 counties in southern Indiana and 2 counties in southern Ohio. We participated in Public Involvement, Community Engagement, built strategic databases and managed PR and media relations as it related to DEI. We have grown in expertise, technical capability and overall capacity and would like to work with the BSBC Team. Currently we are working around the state as the Owners' Rep as it relates to DEI (some clients include, Norton Hospital, JCPS, FCPS, Hosparus, WKU and Gray Construction). We would love to speak with someone about the possibility of joining the BSBC Team and sharing lessons learned on the previous twin bridges project, as well as new initiatives and insights gained on current projects. We work all over the state and have established satellite offices in Indianapolis, Cincinnati and Nashville in the past to execute contracts. I can be contacted personally by email or cell @ [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in June. Here is a link to the procurement website, and you can sign up for notification emails to be notified of any future networking opportunities through this site: https://www.dot.state.oh.us/Divisions/ConstructionMgt/design-build/bsb-project-procurement/Pages/default.aspx. The design-build team will be responsible for implementing the DEI component of the project, so they would be the appropriate group to work with once selected.
277A	Project Development Process	06/13/2023 - Email Comment - The Downtown Residents' Council (DRC) represents the interests of Downtown Cincinnati residents and businesses. DRC recognizes the importance of the impending Brent Spence Bridge Corridor Project (BSBCP) to our community and the need to emphasize some critical priorities that we believe should be incorporated into the BSBCP. The BSBCP, a joint project by the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC), has publicly committed to building the project using a "progressive design-build process." We believe that such a process calls for ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to collaborate through the entire project lifecycle, especially now during what is being called Phase IA or the "proof of concept phase." DRC submits that the progressive design build process should be leveraged to the greatest extent possible to benefit the Downtown urban environment, the substantial impact that the BSBCP will have on Downtown, and the transformational opportunity that the BSBCP	Thank you for your interest in the Brent Spence Bridge Corridor Project. We received the letter you sent on behalf of the Downtown Residents Council. We will consider the concerns that were discussed in the letter and ensure they are considered prior to making a NEPA determination.

Comment Number	Nature of Comment	Comment	Response
277A (cont.)	Project Development Process (cont.)	presents for Downtown. For that purpose, we request that the following priorities be involved in guiding the project's design development so as to improve the quality of Downtown's urban environment adjacent to the project: • Maximize the amount of pedestrian connection between the Central Business District, Queens gate, and the West End, minimizing the walking distance of each of those connections; • Maximize the number of local streets that are designed for maximum beneficial use and flow; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. Specifically, Phase 1A of the project should proactively require robust alternative design concepts, that are specifica11y guided by these community priorities. DRC asks that the City, County, and ODOT each play a role in ensuring that these community design priorities be substantially incorporated into the project during Phase IA. Please accept this notice as documented support for the community design priorities stated herein for Phase 1A.	
278	Construction	06/15/2023 - Web Comment - Regarding the construction of the noise wall in particular, where may I see the geological impact studies and what engineering methods will be used to prevent the landslide on our street from getting worse during construction? Is there a contingency plan if the construction affects our properties?	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project specific to the construction of noise walls. In evaluating opportunities for noise walls within the corridor, the project team utilizes both geotechnical information specific to this project and historical data collected along the corridor. The historical data can be located through an interactive map on the Kentucky Transportation Cabinet's (KYTC) website located at: https://transportation.ky.gov/StructuralDesign/Pages/Geotechnical-Projects.aspx. For the independent noise wall project along Crescent Avenue, a significant component of the project is the construction of a retaining wall along the eastern side of Crescent Avenue (closest to the interstate). The retaining wall will be constructed and secured; the noise barrier system will then be constructed on top of the retaining wall area. All design and construction work will be conducted to current engineering standards.

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279	Miscellaneous	06/15/2023 - Web Comment - https://twitter.com/JoshJunker2/status/1668957389784064006?t=CMJpyUN37epoOqwK2F0vYA&s=19. I will suggest that the link above will be used as blackmail to the city of Cincinnati to force you to redesign the connections to front Spence Bridge. FYI. Actually, I should say it's the beginning of the blackmail with the city and your legal Beagles and District 8 pi didn't pay attention to me that's right I got in-laws to do that.	Comment noted.
280	Information Request	06/15/2023 - Web Comment - Each NKY city is wondering how the new twin bridge will effect each of our cities. Crescent Springs is often back-up on a daily basis. Many wrecks have occurred North & South. Crescent Springs access to West I-275 is a difficult access as travelers often speed posing safety concerns as they speed forward to CVG. Those wanting to access South bound lanes find it difficult to move into those lanes. Has KYDOT planned to make access lanes to remediate these concerns?	Thank you for submitting a comment on the Brent Spence Bridge Corridor Project (BSBCP) website. With the southern limit of the BSBCP being just south of the Dixie Highway Interchange, the City of Crescent Springs is located south of the project limits and is not anticipated to be directly affected by the project. As part of a separate effort that is independent of the Brent Spence Bridge Corridor Project, the Kentucky Transportation Cabinet (KYTC) is currently studying ways to address transportation problems in the vicinity of I-75/I-275 interchange, the area specified in your comment. You can access information and provide comments specific to that separate project here: https://www.75275interchange.org/
281	Miscellaneous	06/19/2023 - Web Comment - I'd appreciate the opportunity to contribute an article to your website. My goal in writing the piece is to assist parents of special needs children in assessing their level of fatigue and create a self-care "treatment plan" that is unique to their needs. While the doctor is still the expert on the best type of treatment, having your own self-care routine helps a great deal. [REDACTED] of Mightymoms.net. 〜Interested in my guest post proposal, just not on the topic I mentioned? That's not a problem! Kindly reply to let me know and we can come up with an alternative topic. Or, if you're not interested in an article at all, I'd respect your wishes. Let me know, please.	We received your offer to contribute an article to the www.brentspencebridgecorridor.com website. The content on the Brent Spence Bridge Corridor Project website is focused exclusively on the aforementioned transportation improvement project, and the content is developed by the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC).
282	Information Request	06/21/2023 - Web Comment - I am wondering if a design firm and contractor has been selected or announced yet?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in July.

Comment Number	Nature of Comment	Comment	Response
283	Alternatives	06/23/2023 - Email Comment - Please find an economic study examining the benefits of the Bridge Forward Concept. Also, please find attached a binder of the "Reconnecting Cincinnati Westway Design Improvements" letters sent from 8/22/22 through 12/22/22. And lastly, an op-ed for inclusion in the SEA / administrative record.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The provided information has been included in the project record.
284	General Support	06/29/2023 - Web Comment - Great to know this all will happen. I am sure it will be great . . . Thanks! For much needed work.	Comment noted.
285	Design-Build Process	07/05/2023 - Email Comment - Thanks for the information – do you know when this project will be officially awarded? Also, what companies have showed interest and have bid on this?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in July. Due to confidentiality concerns, ODOT and KYTC are not able to provide a list of contracting teams that have expressed an interest in the project.
286	Design-Build Process	06/30/2023 - Web Comment - Who did you award as the design team / construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in July.
287	Project Schedule	07/01/2023 - Web Comment - Appears to me more analyzing and discussions and surveys and studies to kick the can down the road for another 30 years. This project will never come to fruition and is probably the biggest and longest boondoogle in the nation's infrastructure history.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on the project is expected to begin in earnest in 2024 and be completed by 2030.
288	Design-Build Process	07/05/2023 - Web Comment - Had a design team been awarded or a GC?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in July.
289	Roadway/Bridge Design	07/06/2023 - Web Comment - Would you please include in your plans the proper storm drainage systems to remove the ponding that occurs in the first two miles of road as one enters or leaves Ohio (Lake ODOT)? The existing poor drainage has existed for at least 50 years and has been responsible for many deaths and injuries to both travelers and commuters. Lake ODOT appears design related and may have existed since conception.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project drainage system will be designed in accordance with the applicable federal and state standards and will be adequately sized to capture project storm water runoff from the highway pavement.
290	Project Mailing List	07/07/2023 - Web Comment - Updates	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
291	Information Request	07/10/2023 - Web Comment - when will the public meetings be scheduled and when will we see the draft environmental documents?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) will be hosting two open houses in August – Aug. 22 and 23 – to update the public on progress toward completion of the bi-state Brent Spence Bridge Corridor Project. Additional details about those meetings will be released in the near future. Recent developments in the project include an alteration of the environmental schedule that affords more time to ensure compliance with all environmental laws and new guidance issued by the Federal Highway Administration (FHWA). Both states will continue to work together to ensure construction is completed on-time. The environmental documents are currently scheduled to be available for public review and comment in February 2024. [UPDATED RESPONSE] Thank you for your interest in the Brent Spence Bridge Corridor Project. We previously responded to a question you posed about the schedule for draft environmental documents for the project. Since we sent that response, ODOT, KYTC, and the Federal Highway Administration have identified opportunities to compress the project schedule. Based on the current project schedule, the environmental documents are anticipated to be available for public review and comment in late 2023. Also, public open houses are currently scheduled for Aug. 23 (Kentucky) and Aug. 24 (Ohio). Please visit the project website for additional information about the open houses. https://brentspencebridgecorridor.com/public-involvement-and-comments/#notice
292	Construction	07/18/2023 - Web Comment - My name is [REDACTED] and I am President/CEO of Capital Transportation Inc. I am a certified DBE with ODOT and I am interested in participating in the Spencer Bridge project. Can I get more information about the project or have someone contact me about the project. Also, I would like to get updates on any pre-bid conference or information meeting about the project. I can be reached at office number [REDACTED]. Please contact me at your earliest convenience.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is still in active procurement. We expect to announce a design-build team in July. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project. In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events.

Comment Number	Nature of Comment	Comment	Response
293	Construction	07/19/2023 - Web Comment - We are a Kentucky DBE. Is there a form to fill out for the Brent Spence project? If so, where can I find the form to apply or is there a reciprocity agreement? If there is a reciprocity agreement, what do we need to do to be registered as a qualified DBE.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "DBE/D&I resources" page on the project website for links to resources for firms that want to work on the project and for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/
294	Miscellaneous	07/23/2023 - Web Comment - Thank you for your diligence on this project. It's good to adjust plans in response to concerns that are reasonable. However, the vast majority of negative concerns I see are based on anecdotal, myopic observations. Selfish, short-term perspectives never recognize the fact this project is long overdue, and that has had long term impact on health, safety, and regional, if not national, economic concerns. Covington Mayor Meyer focused on "devastating" impact of two events but neglected to note that dire predictions about changing access to Covington were proven baseless, during work to build the Texas Turnaround. Destination traffic concern is more of a marketing matter than an engineering concern. Also, keeping (inevitable) traffic moving safely is better for the environment than jammed up traffic. Covington needs to address its own existing traffic woes as we indulge fear of impact from the bridge project - poor parking management is a major culprit here. Lack of strategic loading zones promotes double parking and lane hazards from delivery trucks, for starters. I appreciate the broad, studied planning provided by our state road management professionals. Concessions allowed for good reason can benefit us all, but please don't allow political pressure to undermine the long-term goals.	Thank you for submitting a comment on the Brent Spence Bridge Corridor Project (BSBCP) website. Your concerns are noted. The project team will continue to develop concepts that meet the goals and objectives of the project and that benefit the entire region.
295	General Support	07/23/2023 - Web Comment - Let's get this thing going!	Comment noted.

Comment Number	Nature of Comment	Comment	Response
296	Design-Build Process	07/24/2023 - Web Comment - I am inquiring about any 3rd party QA/QC inspection work that Bureau Veritas can provide a proposal. We have extensive experience providing 3rd party QA services to fabrication shops for infrastructure projects, working with 39 State DOT's. We also have extensive experience in field inspection on design-build projects similar to the Brent Spence project. One such current project is on the Gordy Howe Bridge across the Detroit River into Canada. We would appreciate any opportunities to provide a proposal. Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Bi-State Management Team recently selected a team through ODOT's consultant services for construction, engineering, and inspection services.
297	Information Request	07/25/2023 - Web Comment - I'm from a community (over the Rhine) where neighbors are constantly asking me how can they get prepared to join a team for employment with the bridge, and I don't really have an answer for them. Can you give me some suggestions that I can pass on to the people who live in the community on what they can do to start getting prepared for employment on the brent spence bridge project? Thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/
298	Construction	07/27/2023 - Web Comment - Why will it take SIX YEARS for construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. A $3.6 billion dollar project that covers 8 miles of interstate highway is an extensive undertaking that requires balancing production and impacts. The current estimated construction time frame is based on historical production rates for similar projects.
299	Information Request	07/28/2023 - Web Comment - Where may I find the PDF for the design request for proposal?	The Request for Proposal can be found at the following link: https://ftp.dot.state.oh.us/pub/Districts/D08/116649/RFP/
300	Construction	07/28/2023 - Web Comment - Would Love to chat with someone about the needs of Deep Foundation support on this project. Look forward t talking with someone soon.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/ A member of the project team will reach out to the commenter.
301	Construction	07/28/2023 - Web Comment - I am interested in working on the Brent Spence bridge. We have a dump truck company. Please contact us.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/

Comment Number	Nature of Comment	Comment	Response
302	Aesthetics	07/28/2023 - Web Comment - I was horrified to find out the one design that EVERYONE HATES, the ugly monstrosity arch bridge (we already hate the MCdonalds bridge) Please tell me there will be public input on the choice. I have been following this closely for years and it seems the decision as to the design wasn't really published. Who makes this decision? Can we have a public debate? I would be heartbroken if our beautiful our city is made ugly by this horrible clashing architecture that is completely WRONG for the city. The other bridge was ugly and we all had hop that it's replacement wouldn't' be this .. I'm horrified that people would be this tasteless. I guess the designer doesn't live here and just doesn't care that it's just WRONG for the city.	Thank you for your interest in the Brent Spence Bridge Corridor Project. An extensive bridge type selection process was undertaken by the project team that included public involvement and input from the project Aesthetics Committee. See the Executive Summary of the process here. The design of the new companion bridge has not yet been determined. The new bridge will be either an arch or a cable-stayed design. 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. You can view renderings of what the different bridge designs might look like on the project website.
303	Alternatives	07/29/2023 - Web Comment - Can a streamlined toll system like Chicago loop be developed to add a minor tax for members and a swift pay station for nonmembers. Benefits to be split to both Ohio and KY. Specifically in Cincinnati to help pay for new covered stadium for football and future venues. This could be a boon to local economy as well as invest in other light rail extensions from Cincinnati to CVG. Helps to reduce traffic flow issues on Cincinnati to local KY as well as the/from suburbs.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.
304	Alternatives	07/29/2023 - Web Comment - Since I-471 already crosses the Ohio River, why not convert I-471 to I-71 then route I-71 along I-275 to I-75. Then the current freeway between I-71 and I-75 can be removed and replaced with a boulevard that reconnects the Riverfront area to the downtown. That eliminates the current I-71/I-75 interchange downtown that makes the new Brent Spence Bridges much simpler without the wide footprint.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The corridor forms a critical freight route connecting Canada to Florida, carrying more than $1 billion of freight every day and more than $400 billion of freight every year. I-71/I-75 also provide regional and local access to the Cincinnati and Northern Kentucky regions. Diverting traffic away from I-71/I-75 would place additional vehicles on other routes that are also experiencing congestion and would not meet the established purpose of the project.

Comment Number	Nature of Comment	Comment	Response
305	Construction	07/30/2023 - Web Comment - We are a small business and DBE certified with Ohio State DOT. We bid on this project, but we did not see Walsh. Do you have a contact person from Walsh Group to send them our cost estimate? They might still need our vibration monitoring services.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/ In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/
306	Construction	07/31/2023 - Web Comment - Hopefully during construction they will not detour. Any traffic on Dixie highway/Pike Street.	Thank you for your interest in the Brent Spence Bridge Corridor Project and potential traffic impacts to Covington. The Kentucky Transportation Cabinet (KYTC) is working with the City of Covington to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed 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 will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Covington, and all relevant agencies within the city, will have an opportunity to review and provide input into all aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
307	Construction	07/31/2023 - Web Comment - I represent two companies both with MBE/DBE STATE CERTIFIED MBE COMPANY NAME BSI TRUCKING AS WELL AS A WBE TRUCKING COMPANY D AND H TRUCKING COMPANY BOTH ARE LOCALLY OWNED AND OPERATED I HAVE 45 TRUCKS AND CAN HELP THEM FILL THE TRUCKING ORDERS THANK YOU PLEASE FEEL FREE TO CONTACT ME [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project. In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events.

Comment Number	Nature of Comment	Comment	Response
308	Construction	07/31/2023 - Web Comment - PLEASE FEEL FREE TO CONTACT [REDACTED] WITH ASHCRAFT SAN AND GRAVEL FOR TRUCKING PLEASE I ALSO HAVE MBE/DBE/WBE PETICIPATION THRU SOME OWNER OPERATORS THAT WORK WITH OUR COMPANY PLEASE FEEL FREE TO REACH OUT TO ME IF I CAN BE OF ANY HELP THANK YOU	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/ In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/
309	Right-of-Way Noise	07/31/2023 - Web Comment - What houses on Ashton Rd in Ft Mitchell will have to go? And will there be a sound wall?	Thank you for your interest in the Brent Spence Bridge Corridor Project and your inquiry regarding property along Ashton Road. 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 Ashton Road; therefore, they will not be acquired. In addition, KYTC is proposing a noise wall that will help to reduce noise levels along Ashton Road. Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. Impacted structures are shown with red hatching on the exhibit. This exhibit also shows the locations of proposed noise walls.
310	Project Mailing List	08/01/2023 - Web Comment - Just want updates	This individual was added to the project mailing list.
311	Alternatives	08/01/2023 - Web Comment - Which lane has the train from the airport to downtown?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project addresses the highway needs along the corridor. Transit improvements must be developed and championed regionally, and ODOT and KYTC are ready to support these improvements when they are advanced at a regional level.

Comment Number	Nature of Comment	Comment	Response
312	Construction	08/01/2023 - Web Comment - Hello, I own a property on [REDACTED] Hermes in Covington and am wondering how this project will affect my home.	Thank you for your interest in the Brent Spence Bridge Corridor Project and your inquiry regarding property along Hermes 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 Hemes Avenue; therefore, they will not be acquired. In addition, KYTC is proposing noise walls that will help to reduce noise levels along Hermes Avenue. Maps showing proposed right-of-way limits (where properties will be impacted) for the project can be accessed here: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. Impacted structures are shown with red hatching on the exhibit. This exhibit also shows the locations of proposed noise walls.
313	Construction	08/03/2023 - Web Comment - We have office space available directly near the project site on both the Ohio and Kentucky side of the river. Would welcome the opportunity to connect and understand if I can be of assistance.	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT announced that the Kokosing-Walsh team was awarded the progressive design-build contract on July 27, 2023. You may reach out to the selected design-build team regarding office space needs.
314	Construction	08/03/2023 - Web Comment - We are interested in providing pricing for the project. We are a minority, woman-owned disadvantaged business enterprise heavy-highway contractor.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/ In addition, please visit the "DBE/D&I Resources" page on the project website for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/dbe-di-resources/

Comment Number	Nature of Comment	Comment	Response
315	Construction	08/04/2023 - Web Comment - I just want to get in touch with you about the job vacancies for steel deck fabrication/erection, PT systems, the cable structures. Frankly, I am a Civil Engineer and Welding Engineer with 12 years of experience in Civil / Bridge Engineering across the UK, Europe (EU), Turkey, and North Africa. Such as: Braila Bridge/ Romania, 1915 canakkale Bridge / Turkey Osmangazi bridge/ Turkey, Currently working at the HS2 Project in Birmingham which is one of the most famous projects in the UK. If you will share an email address, I can share my cv for evaluation.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "Work With Us" page on the project website for links to resources for firms that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/
316	Construction	08/08/2023 - Web Comment - We have a fully fenced lot off of Evans st about a mile from the bridge. Would make a great job trailer or staging lot. Please contact if interested. Thank you	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. 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: https://brentspencebridgecorridor.com/work-with-us/
317	BSB Companion Bridge	08/08/2023 - Web Comment - Approximately how long will it be before the bridge type (arch versus cable-stayed) for the new BSB? (I'm hoping for an arch.) Thanks!	Thank you for your interest in the Brent Spence Bridge Corridor Project. 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. The design-build team has been selected and is in the process of developing their design and construction schedule. Specific dates and activities are still being developed and have not been finalized. This schedule is expected to be finalized in the next month and will be shared on the project website at that time.

Comment Number	Nature of Comment	Comment	Response
318	Alternatives	08/09/2023 - Email - I knew that the concept of rerouting I-71 and removing the section along the Riverfront was not an option ODOT was even considering, but I wanted an "official" response to verity this as a lot of people believe removing freeways is the answer to a better life that will magically end crime in the big city. Since I-75, I-71, I-74, I-471, and I-275 are heavily congested (as you stated in your response), and traffic study after traffic study across the nation shows that widening highways eventually increases congestion, the I-75 transcontinental corridor will not be capable of handling the increasing freight and general congestion within the next 10 to 20 years through widening alone. Therefore, NOW is the time to start planning an alternative future interstate corridor that completely bypasses Cincinnati. The Ohio Valley Regional Planning Commission is still planning a feasibility of the I-73/I-74 corridor and the Ohio Legislature passed a resolution for ODOT to begin this feasibility study even though both the I-74 extension and I-73 were cancelled in 2000. The people of Cincinnati opposed extending I-74 east of the city and the people of Columbus opposed building I-73 to and around the city. Also, the current routing of I-73 south of Portsmouth through southern West Virginia along U.S. 52 will never be funded by the State of West Virginia. The Virginia DOT also cancelled further study in the state. North Carolina is the only place that build both I-74 and I073, and South Carolina is not able to fund I-73 to Myrtle Beach. None of this routing of I-73 offers any traffic benefit to I-75. Extending I-74 east would only add to Cincinnati's congestion. Even proposed concepts like the Eastern Cincy Bypass have been studied and rejected at unfeasible. Further widening of I-75 will only raise more and more opposition with little traffic benefit after the next 10-20 yrs. That leave 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 route for I-73 begins at I-75 in Findlay, then run along the U.S. 68 corridor to the U.S. 23 corridor either following OH 73 to Portsmouth or U.S. 35 to U.S. 23 in Chillicothe. From Portsmouth, the new Future i-73 concept would follow U.S. 23 through Kentucky and Virginia to connect to I-26 in Kingsport Tennessee to form a major freight corridor from Findlay Ohio to the port at Charleston South Carolina, relieving a lot of traffic congestion from I-75 from Cincinnati to Knoxville. This should be the focus of the I-73 feasibility study that the Ohio State Legislature directed ODOT to conduct.	Thank you for your continued interest in the 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. 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. More information on ODOT's Statewide Planning can be found here: https://www.transportation.ohio.gov/programs/statewide-planning-research/welcome

Comment Number	Nature of Comment	Comment	Response
319	Construction	08/11/2023 - Web Comment - I am interested in having a virtual or in-person discussion to share details with you on our access solutions. Could someone from the team please email me back to coordinate a time? Feel free to call my cell.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. 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: https://brentspencebridgecorridor.com/work-with-us/
Responses to all comments received between 08/11/2023 and 09/08/2023 were addressed separately as part of the comment period for the open-house project update meetings held on August 23 and August 24, 2023 and can be accessed HERE.			
320	Construction	09/12/2023 - Web Comment - Rivera & Associates LLC is an award winning public relations and marketing firm in Milwaukee Wisconsin. We are DBE, MBE, SBE, SWMBE, NCMSDC, and SBA HUBZONE Certified. We would like to work with you. Please visit our website www.riveraprfirm.com.	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.
321	Construction	09/21/2023 - Web Comment - I'm a journeyman carpenter with an extensive resume. I live in Cincinnati and I would like to be a part of this project.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for firms that want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/

Comment Number	Nature of Comment	Comment	Response
322	Historic Resources	09/21/2023 - Web Comment - How and when will the project effect Longworth Hall and it's parking area?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will remove 204 feet of the B&O Freight Terminal/Longworth Hall building located along Pete Rose Way in Cincinnati. This structure, constructed as a warehouse for the Baltimore & Ohio Railroad, currently operates as a mixed-use office, retail, and event space. ODOT has committed to mitigating the impacts to historic Longworth Hall. The mitigation measures include installing exterior storm windows on the exterior of the building, restoring the east wall to an approximation of its original appearance using materials salvaged from the impacted portion of the structure, restoring windows that are removed and using them in the east wall reconstruction or returning them to the building owner, adding a cornerstone commemorating the date of construction on one side and the date of the renovation on the other side, repairing masonry, refurbishing the original lettering across the top of the building, and constructing a plaque/interpretive signing describing changes to the property that have occurred over time. While the timeline has not yet been established, it is anticipated that the work described above is anticipated to begin later in 2024 at the earliest. The remaining portions of Longworth Hall will continue to be utilized as mixed-use office, retail, and event space during the reconstruction and mitigation efforts.
324	Construction	09/24/2023 - Web Comment - I have 10 or 12 years left to work. I'm strong and healthy and have an abundance of skills. I'd love my last experience to be helping build something I can be proud of and tell my grandchildren.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for individuals who want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/

Comment Number	Nature of Comment	Comment	Response
325	Multimodal	09/25/2023 - Web Comment - Has there been consideration to include pedestrian and rolling (wheelchair, scooter, bike) accommodations on the bridge of the Brent Spence or in the companion bridge to connect people who don't drive to Cov and Downtown Cincy? I am a homeowner in the neighborhood of West Covington. I do not own a car and choose to take transit, walk and ride bikes instead. I was recently traveling in Pittsburgh and got an opportunity to walk alongside a pedestrian bridge built along the Fort Duquesne bridge which carries I-279. https://www.flickr.com/photos/radunzel/8435926717 It's a 4 lane double decker built in late 1950s very similar to the Brent Spence. I know of the bike connections considered for under the bridge, but given the poor infrastructure on the Clay Wade Bailey for pedestrians and people rolling (wheelchair or by bike or scooter) has there been consideration to include a pedestrian and cycling accommodations in the expansion of the Brent Spence or in the companion bridge?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence Bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Based on public feedback, during the progressive design-build process, KYTC and ODOT will evaluate reconfiguring the lanes on the Clay Wade Bailey Bridge to add bicycle lanes.
326	Construction	09/26/2023 - Web Comment - When is it estimated that phase III would begin? Would Longworth Hall be affected during that phase or earlier?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The construction Phase III is scheduled to begin in 2025, although some limited construction activities may begin in 2024. While the timeline has not yet been established, it is anticipated that the work affecting Longworth Hall will begin in late 2024 at the earliest.
327	Construction	10/01/2023 - Web Comment - Hello! My name is [REDACTED]. I am 56 years of age and still healthy and strong. I have 20 plus years of industrial maintenance experience as well as construction and labor experience. Also have an OSHA ten hour certification. I have 12 years or so left to work and would love the opportunity to be a part of this historic achievement. As well as the steady good paycheck to end my working career. I would be an experienced asset to any workforce and would appreciate the chance more than you could know. Thank you so much and hope to hear from you soon.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for individuals who want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/

Comment Number	Nature of Comment	Comment	Response
328	Construction	10/03/2023 - Web Comment - Asphalt milling, chip seal, paving, VRAM installer from Cleveland area. Willing to travel.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for firms that want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/
329	Multimodal	10/03/2023 - Web Comment - What are 'new shared-use paths'?	Thank you for your interest in the Brent Spence Bridge Corridor Project. A shared-use path is a 10-foot paved path that can be shared by pedestrians, cyclists, and other non-motorized users. Renderings of what the shared-use paths might look like on 6th Street and Ezzard Charles Drive in Ohio are shown in Slides 23-28 of this link: https://brentspencebridgecorridor.com/wp-content/uploads/2023/07/Renderings-for-Boards-Open-House.pdf. The shared-use paths are shown on the north (right) side in these renderings.
330	Miscellaneous	10/03/2023 - Web Comment - What time does the tumnel at the East End Bridge Close. I go that way every day and do not want to be stuck on the IN side. Please change the signs that state there will be nightly closures and in stead tell us when they start I cannot find this information on your website thanks	Thank you for your comment. The website you used to submit your comment is dedicated to the Brent Spence Bridge Corridor Project, which is in the Kentucky Transportation Cabinet's (KYTC's) District 6 area. The East End Tunnel is located in KYTC District 5. The East End Tunnel was recently scheduled for nightly closures from October 1 through October 3. You may read more about those closures here: https://transportation.ky.gov/DistrictFive/Pages/News-Archive.aspx In addition, you may sign up to receive press releases about future traffic closures in KYTC District 5 here: https://public.govdelivery.com/accounts/KYTC/signup/13673

Comment Number	Nature of Comment	Comment	Response
331	Construction	10/03/2023 - Web Comment - I would love to join your team I'm a very hard and dedicated worker I'm 21 and willing to learn LET ME 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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for individuals who want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/
332	Construction	10/05/2023 - Web Comment - Are you planning to Re-design or build a new website completely? We propose to create a new website design for your business that will improve the user experience, increase engagement, and boost conversions. We are committed to delivering a website that meets your business needs and goals. Please let us know if you would like to discuss other options or have any questions.	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT have already contracted for website support services.
333	Construction	10/07/2023 - Web Comment - I am a service-connected disabled veteran who would like to be a part of this project. I bid on several government contracts shortly after returning from Iraq tour. However, I was not successful at that time. Are any opportunities available for veterans in my situation.	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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Additional links to resources for individuals who want to work on the project are available on the "Explore Construction Careers" page on the project website: https://brentspencebridgecorridor.com/work-with-us/.
334	Construction	10/09/2023 - Web Comment - This is [REDACTED] with the Holiday Inn Cincinnati Riverfront. We would like to know how we can get in touch with the Contractors, Subcontractors to offer special lodging discounts for their out of town crew members when they start working at the Brent Spence Bridge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
335	Construction/ Design	10/17/2023 - Web Comment - I am the Director of the Seamen's Church Institute's Center for Maritime Education. I am happy to provide an overview of our feasibility and navigation study capabilities. Our facility in Paducah, KY has previously assisted in over 25 major port infrastructure, and highway bridge projects, and has assisted project planners to build consensus among stakeholders on the best layout of proposed bridge crossings, pier placements, traffic analysis, and dredge profile analysis, for lower cost than traditional methods. By leveraging a multi-bridge maritime simulator, we can quickly get feedback from Captains who can navigate different types of tows, for a variety of environmental factors. We have the Cincinatti database and updated tugs, tug and barge combinations, and vessels in our training library and hope you will keep us in mind for testing and providing feedback for this project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.
336	Alternatives	10/20/2023 - Web Comment - Why not reroute the corridor to the west of its current location do a much better job for the next 15-20 years	Thank you for your interest in the Brent Spence Bridge Corridor Project. Rerouting I-71/I-75 west of its current location was evaluated as a conceptual alternative during early project development activities. This conceptual alternative resulted in adverse impacts to communities, residences, businesses, regulated materials sites, and utilities, which were substantially higher than other alternatives under consideration. In addition, the alternative that moved I-71/I-75 to the west had substantially greater overall complexity, constructability risk, and cost when compared to other alternatives. Finally, the concept was strongly opposed by both the City of Cincinnati (Ohio) and the City of Covington (Kentucky). Based on these factors, it was dismissed from further study.
337	BSB Companion Bridge	10/23/2023 - Web Comment - I think that it should be called the Gateway Bridge as it is the gateway to the North and to the South.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your ideas about a name for the new companion bridge. While the new companion bridge may be formally named, the process for naming the new bridge has not yet been established.
338	Construction	10/23/2023 - Web Comment - The Brent Spence bridge project looks exciting for all involved. I noticed that renderings include the potential for transparent noise walls. The company I work for provides transparent plastic materials used for noise wall applications. We are headquartered in the U.S. with a location in Cincinnati as well as Lexington. I would like to know if you can point me in the right direction to participate in the bidding or quoting process.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
339	Construction	10/30/2023 - Email Comment - Just wanted to circle back after seeing the latest Cincinnati.com article on the construction project. In the article it states the project is "expected to break ground early in 2024". Is it possible you can confirm? Girls on the Run Greater Cincinnati has an agreement with Longworth Hall to host our 30th anniversary 5K event on the East end of the parking lot with our 5K course running out and back from the Pete Rose Way entrance (under the bridge). Therefore, construction would directly impact our event and we would need to secure another venue A.S.A.P.. Appreciate any assistance you may provide! [Note: Comment provided as follow up to Comment 322.]	Thank you for providing this additional information. With a date of 5/11/2024, there is no conflict with any work planned for the Brent Spence Bridge Corridor project. We are working on the purchase of the building, aiming to complete that transaction by the end of the calendar year. Once complete, the State of Ohio (Ohio Department of Transportation) will be the owner. We are also working on hiring a property management firm to manage the property when we take over ownership. I checked in with our real estate team working on the project, and we believe that the property management firm will be able to coordinate with you on the event. So, long story short, we believe that you can proceed with using Longworth Hall. If you have any questions or wish to discuss, please let us know. In the meantime, let's plan to touch base in January to check-in on preparations.
340	Bridge Forward Concepts	10/30/2023 - Email Comment - Please see attached for a binder of letters submitted to date supporting the Bridge Forward street grid concept (local urban roads added on both sides of the interstate; east-west connection at 5th Street; etc.). This binder of letters is separate and apart from the "Reconnecting Westway" letter binder that I previously sent to this list of recipients on 6/23/23. Please ensure this is included in the project record. [Note: Provided materials included three versions of form letters advocating for concepts developed by Bridge Forward sent to the City of Cincinnati Mayor and/or City Council members between 12/22/2022 and 10/23/2023.]	Thank you for your interest in the Brent Spence Bridge Corridor Project. The provided information has been included in the project record.

Comment Number	Nature of Comment	Comment	Response
341	Innovation Process	10/31/2023 – Email Comment – The Greg Fischer Management Professional Support Team, comprised of Kent Ahrenholtz with Kaskaskia Engineering Group, Diana Martin of RL RECORD LLC, Fred Wagner of Venable LLP, and Annie White of Karp Strategies, has provided significant well researched and documented support for its position that there is a better transportation, social, economic and environmental solution. It is extremely unusual for private resources to be committed to technical analysis to the extent seen here. This local investment should be respected and given significant attention and analysis by the progressive design build team.During our due diligence, we evaluated a number of options that we dismissed as not meeting ODOT's publicly stated goals (for example separation of local and through traffic provided by a collector-distributor system). Please note that these possibilities are not excluded by the 2012 Purpose and Need Statement.Significant among these options is one designated east-east/west-west, which more closely resembles ODOT Alternative I, while falling squarely within the NEPA envelope currently under evaluation. Separately furnished to HNTB are Open Roads dgn. files in accordance with our practice of providing all of our data transparently. These were developed to a horizontal, but not vertical level of design.We are also forwarding a modification of the I-75/US 50 interchange at Freeman Ave. This was developed at the concept level only.Included below are descriptions of these concepts.We are not advocating for these solutions, but think they deserve evaluation by your progressive design-build team of creative engineers. Thus, we provide them as a starting point to stimulate thought.The following provides a brief description of the two additional concepts for consideration by the Bi-State Management Team and their Progressive Design/Build Team. <u>Modification of I-75/US 50/Freeman Interchange</u> This concept would effectively remove the US 50 ramp movements from the vicinity of the I-75 Downtown Cincinnati interchange ramps, between 5th and 7th, and provide all of the ramps at the existing I-75/US 50/Freeman Road Interchange. The existing ramps provide a direct connection to and from US 50 to I-75 to the north. New ramps to and from I-75 to the south would be added to those existing ramps. See attached exhibit.	Following up on my previous email, thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT has received the concepts provided by the Greg Fischer Management Professional Support Team and has forwarded them to the design-build team for further evaluation as part of the innovation process. ODOT will continue to work with the City of Cincinnati and Hamilton County during the innovation process and provide them the opportunity for review and comment on any recommendations within their jurisdictions. In addition, the City of Cincinnati has established an advisory group to provide feedback on innovations affecting the City.

Comment Number	Nature of Comment	Comment	Response
341 (cont.)	Innovation Process (cont.)	One main advantage of this concept is removal of the US 50 ramp movements from the highly congested I-71/I-75 Interchange. A disadvantage is the additional "out of direction" travel for US 50 traffic that is destined for both I-71 to the east and I-71/I-75 to the south. This travel is less than one mile, but that traffic would exit existing US 50 and travel north to the Freeman Interchange. <u>East-East/West-West Alternative Concept</u> This concept would eliminate the Collector-Distributor (C/D) system of roadways on the current preferred alternative I-W and place I-75 on the new Ohio River Bridge and I-71 on the rehabilitated existing structures. The ramps to and from Downtown Cincinnati would thus connect to I-71 and I-75 mainline, instead of the C/D roads. See attached exhibits. A potentially large advantage of this approach would be the reduction in cost through removal of several directional ramps on the Ohio side of the river that connected the CD roadways to the existing Ohio River bridge and consolidation of access on the Kentucky side. It also reduces the footprint of the project on the Kentucky side, similar to what has been done with the I-W Street Grid concepts on the Ohio side. One possible disadvantage is the safety of connecting the lower-speed local access ramps directly to the high-speed mainline lanes. It also has the potential of causing congestion on the mainline lanes from backup on the ramps, where this would occur on the C/D roadways, rather than the mainline, in the other concepts. There is also no direct ramp to I-75 northbound from 4th St in Kentucky, although that traffic can access I-75 north by crossing the Wade Bailey Bridge and the ramps on the Ohio side. Plus, more ramps are converging on 5th Street in Kentucky, so the signal or intersection spacing may become an issue. In addition, there may be a need to add a 4th lane to I-75 NB and SB through the ramps on the Ohio side, since this concept removes the C/D roadways entirely. [Note: PDFs and OpenRoads files of the concepts described above were provided under separate cover on 10/31/2023.]	

Comment Number	Nature of Comment	Comment	Response
342	Innovation Process	11/01/2023 – Email Comment – As a co-chair of the CRBC Regional Assets & Community Improvement Committee, I would like to thank you for your time last week discussing the bridge design with Keven, Jeff and Greg, including opportunities and challenges around the street grid concept. I apologize that I could not join the conversation, but wanted to let you know that we really value the partnership and engagement with ODOT. As was discussed on the call, we are extremely appreciative of the opportunity presented by the Brent Spence Bridge Corridor Project and are excited about the City of Cincinnati's recent proposal. We plan to continue to advocate for an enhanced outcome, including the possibility of reducing the footprint and expanded street grid options, if not a full street grid, that connect both sides of the interstate during the innovation period. A reliable and flexible, human scale street grid strengthens opportunities for improving the value of reclaimed and adjacent lands, and most importantly connects Queensgate to the Central Business District for long-term community redevelopment. We are excited to hear that you are already looking at various options and look forward to more engagement during the innovation period. If necessary, the local community should have the option to fund any cost difference and optimize the return on investment. Importantly, we will continue to advocate that any adaptations do not cause delay or have negative impacts on traffic flow.Thanks again for your partnership. We look forward to continuing to work with you.	Thank you for writing to express your views regarding options to enhance local connectivity and to provide support for options that do not cause delay or have negative impacts on traffic flow. Ohio and Kentucky have worked closely with our local partners to strike that balance with our base design, and we are now working diligently with the Design Build Team, which consists of national expert contractors and designers, to seek further opportunities. Thank you for your partnership as well, and I look forward to continuing to work together to deliver this project.
343	Right-of-Way	10/30/2023 - Web Comment - I own property on Willow run and have yet to hear from anyone regarding what will be occurring there. My tenant requires constant access to the building and the space it leases must be licensed by the state of Kentucky and wants to know what is going on. Please advise.	Thank you for your recent inquiry regarding the Brent Spence Bridge Corridor Project and potential impact to property located on Willow Run Road. Without knowing the specific parcel you own, I will try to address your concern on a broader scale. In the area of Willow Run Road, the project team tried to limit any impacts outside of existing state-owned property. Based on current design, there is not an intent to purchase additional property along Willow Run Road in the block north of Fry Street. For proposed project impacts and lane configurations, I encourage you to visit the project website. Additionally, the project's construction documents will require the contractor to maintain access to all properties during construction activities.

Comment Number	Nature of Comment	Comment	Response
344	BSB Companion Bridge	10/30/2023 - Web Comment - I would like to suggest a name for the new bridge - how about a woman for a change ??? What about The (Margaret)"Garner Freedom Bridge" in memory of the Garner Family who crossed the Ohio River at this point seeking Freedom from slavery.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your ideas about a name for the new companion bridge. While the new companion bridge may be formally named, the process for naming the new bridge has not yet been established.
345	Right-of-Way	10/30/2023 - Web Comment - What will happen to the properties around Carr?	Thank you for your interest in the Brent Spence Bridge Project. The proposed improvements will be centered on existing I-75 in Cincinnati and will not impact any properties on Carr Street.
346	Alternatives Aesthetics Quality of Life	10/30/2023 - Web Comment - Re.: Ezzard Charles Bridge. Having seen the impact of building exterior structures with landscaping, in Brazil can say that (1) very few people will use a noisy bridge to socialize or relax. (2) Planting trees and landscaping pn a concrete bridge will increase the risk of water infiltration from roots seeking and widening cracks, (3) Landscaping increases wind stress on the structure. may I suggest a trellis on the exterior of the bridge with climbing plants and increasing the number of trees on adjacent streets leading to the bridge? This will shade pedestrians walking toward it and from it thus providing incentive to walk.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Ohio Department of Transportation (ODOT) has designed the Brent Spence Bridge Corridor Project to avoid the removal of mature trees along the Ezzard Charles Drive approaches to the bridge. ODOT has also committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development to be determined and implemented by the City of Cincinnati. We have shared your feedback with the City of Cincinnati Department of Transportation and Engineering for their consideration in future planning for the widened bridge area.
347	Design Details	11/02/2023 - Web Comment - I'm wondering if road lighting can be solar powered? And also request lighting to be directed downward only to the roadway to preserve or restore a dark night sky.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) do not have the infrastructure to support solar power for interstate lighting in the project area. However, the project will install energy efficient LED lighting in accordance with KYTC and ODOT specifications. The lighting of the roadways in the project area will be in accordance with KYTC, ODOT, and local standards. The lighting design process takes into account surrounding land uses and with the goal of providing roadway lighting that balances the safety of the traveling public with local concerns, such as light pollution.

Comment Number	Nature of Comment	Comment	Response
348	Historic Resources	10/31/2023 - Email - I have heard that the State of Ohio plans to purchase the former B&O Freight House, now Longworth Hall as part of the project. You had told me nearly a year ago that 200 feet of the east end would be removed and the end wall reconstructed and signage relocated.If Ohio buys Longworth Hall, what are the plans for the building? Will the tenants that are there now be staying or will they need to vacate. Just curious as to what may transpire.	Thank you for your interest in the Brent Spence Bridge Corridor project and your inquiry regarding the project's impact on the former Baltimore & Ohio Railroad warehouse, now known as Longworth Hall. While the project will require 204 feet of the building to be removed along the eastern portion, ODOT has committed to mitigating the impacts to historic Longworth Hall. The mitigation measures include installing exterior storm windows on the exterior of the building, restoring the east wall to an approximation of its original appearance using materials salvaged from the impacted portion of the structure, restoring windows that are removed and using them in the east wall reconstruction or returning them to the building owner, adding a cornerstone commemorating the date of construction on one side and the date of the renovation on the other side, repairing masonry, refurbishing the original lettering across the top of the building, and constructing a interpretive plaque/signing describing changes to the property that have occurred over time.The building will remain occupied, and only businesses directly impacted by the removal of 204 feet from the building's east end will be relocated. Tenants currently renting space within Longworth whose units are affected by the removal have been notified and offered relocation assistance, with some choosing to relocate to other areas within Longworth Hall. ODOT may use interior space or the exterior grounds surrounding the building during the project's construction, but no impacts to the building's continued use for commercial office, retail, and event space are anticipated.
349	Historic Resources	11/05/2023 - Web Comment - When you begin demolition of the east side of Longworth Hall, would there be any chance of getting some of those bricks? My wife and I met in a dance club called Oscars in 2000 on that end of the building. We have been happily married since 2002. So that end has a lot of sentimental value in our lives . We would love to have a piece of that history from when our lives began together. Any info you could give me on this would be greatly appreciated. Thank you so much.	Thank you for your inquiry about Longworth Hall. Because Longworth Hall is a historic structure listed on the National Register of Historic Places, ODOT has entered into a programmatic agreement that will govern the work on structure. Materials from the demolition will be salvaged and used in the restoration of the east wall. All other salvaged materials must be returned to the building owner to be used in future repairs or expansion.

Comment Number	Nature of Comment	Comment	Response
350	Construction	11/08/2023 - Web Comment - Great news, what is the projected completion?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is anticipated to begin in 2025 and be substantially complete by 2030, although some limited construction activities may begin in 2024. Construction of the portion from Linn Street to Findlay Street (OH) is anticipated to begin in 2026 and be substantially complete in 2031. Construction of the portion from Findlay Street to the Western Hills Viaduct (OH) is anticipated to begin in 2029 and be substantially complete in 2032.
351	Construction	11/08/2023 - Web Comment - When is work expected to begin, and be completed?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is anticipated to begin in 2025 and be substantially complete by 2030, although some limited construction activities may begin in 2024. Construction of the portion from Linn Street to Findlay Street (OH) is anticipated to begin in 2026 and be substantially complete in 2031. Construction of the portion from Findlay Street to the Western Hills Viaduct (OH) is anticipated to begin in 2029 and be substantially complete in 2032.
352	Innovation Process	11/10/2023 - Web Comment - Love the caps at Ezzard Charles. Suggestion for DBT during this innovation period, look at if you can widen caps by 15-20 feet. I think it's more possible to do so on Kenner side than Hopkins with existing 75 elevation. This brings flexibility that there could be development and park mixture instead of one or other. It's great work just would like to see if 50 feet on either side can be increased.	ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The dimensions of the new bridge were determined in coordination with the City of Cincinnati. Though there is potential for additional width, ODOT and the City agreed upon the proposed 50 feet taking into account future plans by the City, including cost constraints.

Comment Number	Nature of Comment	Comment	Response
353	Noise	11/10/2023 - Web Comment - I have looked at the Project Corridor Map and see a number of places where there is a Noise Wall. My property sits at the end of Scenic Drive (map #4 On looking at that map, the right of way is just below my property [REDACTED]. I do not see any indication that there will be a Noise Wall anywhere on that hillside, yet there is before and after. Can you explain why the noise wall ends Just after the Alberta Historic District and starts up again close to West Pike street.	Thank you for your recent inquiry on the Brent Spence Bridge Corridor Project specific to the selection of noise wall locations. The locations of the proposed noise walls are based on the results of noise analyses prepared for the project. Several factors influence the placement of noise walls, including proximity to the highway, traffic volumes and topography. KYTC's noise policy considers noise walls when the projected noise levels based on proposed traffic at a residential dwelling or area of outdoor use are 66 decibels and above or if there is a 10 decibel or greater increase in sound levels as a result of the project. Where those parameters are met, KYTC recommends noise walls at those locations. Noise modeling completed for the project determined that the noise levels at your residence will be 54.1 decibels after the project is built. In addition, the project is only anticipated to increase noise levels at your residence by 1.2 decibels. Because sound is measured on a logarithmic scale, an increase of 1.2 decibels is generally not perceptible to the human ear. Based on the results of the noise study, the projected sound levels at your residence do not meet the minimum thresholds for a noise wall, and KYTC is not proposing a noise wall in this location.
354	Noise	11/9/2023 – Email Comment - Thank you for taking the time to respond to my comment [Comment 352]. I would recommend that prior to any final decision, that the planners go to the current bridge on Ezzard Charles and attempt a normal conversation at conversational levels. My guess is it will be difficult due to noise from I75. If that is the case the selection of the bridge for civic interaction is suspect.	Thank you for your follow up email. Your comments have been forwarded to the City of Cincinnati for their consideration.

Comment Number	Nature of Comment	Comment	Response
355	Noise	11/13/2023 - Web Comment - I am Pastor of the Central Church of the Nazarene located at 2006 Pieck Drive in Ft Wright. Our church will be greatly effected by the proposed sound wall. The obscurity will be a tremendous detriment to our congregation. We have learned the potential for suitable signage will be a difficult process without guarantee. I asked early on about a clear sound wall section in front of our existing sign. Possibly 150' to 200' of clear wall total. I see the Governor spoke of clear sound walls in Covington. I would like to discuss the possibility of having the same directly behind the church. Please contact me at [REDACTED].	A member of the project team contacted this individual as requested.
356	Construction/ Design	11/15/2023 - Web Comment - So groundbreaking is listed as November 2023, yet a) there is no final bridge design that has been shared, and b) there is no groundbreaking date set that I know of. Net, feels like government has lied to us once more. Not interested in excuses, just truth for once.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH), which includes the new companion bridge across the Ohio River, is anticipated to begin in 2025 and be substantially complete by 2030, although some limited construction activities may begin in 2024. The project schedule was updated this past summer. This update reflected that there would not be a groundbreaking in 2023. KYTC and ODOT are working with the design build team to evaluate options for the design of the new companion bridge. Once final decisions about the bridge design have been made, that information will be shared with the public.
357	Construction	11/20/2023 - Web Comment - Has a CE&I consultant been selected yet?	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT have already contracted for construction, engineering, and inspection services.
358	Construction	12/01/2023 - Email - [Related to Comment 357.] Could you provide me with the firms name?	The WSP team was selected to provide construction, engineering, and inspection services for the BSB Corridor Project.
359	Miscellaneous	11/26/2023 - Web Comment - What is best internet site for info.?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project website is maintained and updated regularly to provide the most current information about the project: www.brentspencebridgecorridor.com.

Comment Number	Nature of Comment	Comment	Response
360	Project Funding	11/30/2023 - Web Comment - We all know that the final cost will be significantly more than the projected cost and the grant of $ 1.6B - who's paying for all the overages / extra's / inflation increases ?	Thank you for your interest int the Brent Spence Bridge Corridor Project. 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. The cost of the companion bridge will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge. In December 2022, KYTC and ODOT received $1.635 billion in federal funding grants under programs created by the Bipartisan Infrastructure Law. The Kentucky General Assembly passed, and Governor Beshear signed, a budget bill that included funding to fulfill state match requirements for large projects. Ohio is using a combination of other federal funding and state funding from the motor fuel tax and bonding.
361	Construction	11/30/2023 - Web Comment - Is there a place that I can view road closures/alternate routes for the affected areas once construction starts? If not now, do you know how far this information will be available in advance?	The project website, www.brentspencebridgecorridor.com, will have current information about road closures and alternate routes once construction starts. The project is still in the design phase, and these details have not yet been determined. Construction is anticipated to start in earnest in 2025 with some work occurring in late 2024. KYTC and ODOT have committed to providing regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through the project website, social media, e-newsletters, and local media.
362	Project Mailing List	11/30/2023 - Web Comment - Interested in keeping up to date about the project.	This individual was added to the project mailing list.
363	Construction	12/01/2023 - Web Comment - Excited to see this project will begin soon! My name is [REDACTED], I run a housing solution business and would love to work with this project and provide housing for out of town workers. I am local to the greater Cincinnati area and look forward to doing business with you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding potential housing accommodations using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
364	Construction	12/01/2023 - Web Comment - DNK is interested in providing architectural services for the renovation of Longworth Hall and any other portions of the project that will require architectural (vertical) services.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Walsh Kokosing Design-Build Team will be responsible for contracting architectural services. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.
365	Miscellaneous	12/01/2023 - Web Comment - none	Comment noted.
366	Construction	12/01/2023 - Web Comment - As a domestic manufacturer of fence and security products, Ameristar offers design input, drawings, specifications, budget numbers, and samples to assist in the design process. Aegis II Xtreme was developed to meet the requirements of AASHTO LRFD as a pedestrian railing. It offers the protection of a railing and the aesthetic of an ornamental barrier. The benefit of specifying/using Aegis II Xtreme is domestically manufactured, variety of options, superior coating, and warranty. Ameristar's Aegis II Xtreme has been approved and installed for the Utah DOT, Michigan DOT, Arkansas DOT, New York DOT, Colorado DOT, and Tennessee DOT. If LRFD is not a requirement we have several product solutions that meet IBC code as well. We are happy to schedule a meeting to review how we can assist the project team with fence and security. What works best for your schedules in 2024?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Also, the following link will give you information and contacts on how ODOT can incorporate new products into its work. https://www.transportation.ohio.gov/working/construction/materials/overview/new-products

Comment Number	Nature of Comment	Comment	Response
367	Construction	12/01/2023 - Web Comment - I would be interested in general labor position ,could you keep my email & notify me when opening or start of building the bridge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/ We've also added you to the project mailing list so you can receive regular updates about the project.
368	General Support	12/02/2023 - Web Comment - Thanks ! For all updates . I am eager to see the results when completed. I am sure it will be one great attraction when completed and will serve the area in a great way. Thanks ! Again.	Comment noted.
369	General Support	12/03/2023 - Web Comment - Interesting project	Comment noted.
370	General Support	12/04/2023 - Web Comment - Good morning, can you please tell me about the project and how my firm www.oneatlas.com can register as a vendor?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can find all the latest information about the project on the project website: www.brentspencebridgecorridor.com. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. Also, the following link will give you information and contacts on how ODOT can incorporate new products into its work. https://www.transportation.ohio.gov/working/construction/materials/overview/new-products

Comment Number	Nature of Comment	Comment	Response
371	Multimodal Traffic	12/05/2023 - Web Comment - Will there be a place for walkers and bikers on one of these bridges? The bridge could be such a great connection to KY and OH as well as a redesign of the areas around the highway to make it nice for people. You say you are looking out for local people but if we can't live around the highway and walk on the new bridge then it is only disconnecting people more. We can't be 100% focused on the cars, what about the people? I am a local in the area for 5 years and I want to stay and see positive changes that can connect the community's. Please reach out to me. I would love to help in anyway I can and hear from you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Pedestrian and bicycle accommodations are not planned on the existing Brent Spence bridge or the new companion bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. The project will build new and improved sidewalks, shared-use paths, bike lanes, and a new pedestrian bridge in the West End Community. The proposed improvements will increase the options available to pedestrians and bicyclists in the project area. Preliminary investigations have shown that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.
372	BSB Companion Bridge	12/06/2023 - Web Comment - I produced two stories for The Cincinnati Enquirer related to the naming of the BSB "companion." The first asked readers to suggest names. The second shared results of that unofficial survey. "OH-KY" or some version of it won the most mentions. Here's the story to add to the hopper of ideas from the public. https://www.cincinnati.com/story/news/2023/11/26/what-should-brent-spence-companion-bridge-be-named/71597226007/	Thank you for your interest in the Brent Spence Bridge Corridor Project and for sharing ideas about a name for the new companion bridge.
373	Alternatives	12/08/2023 - Web Comment - I always thought it was stupid that Kentucky never put in a faster route to get across the Licking River. It takes going through 13 lights at least just to get from one side of Kentucky to the other. Why don't we buy a few of those homes on Martin Luther King and make that easier for people to get there instead of using the Brent Spence Bridge as the the GPS has us do.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The purpose and need for the project is to improve traffic flow and safety in the I-71/I-75 corridor while maintaining key regional connections. Building a new route across the Licking River is beyond the purpose and need for this project and would substantially increase the project's impacts and costs.
374	Construction	12/08/2023 - Web Comment - My Name is [REDACTED] I am a Woman owned business you can handle many different aspects for the bridge project. Hauling, Material, Excavating. Please contact me as I would like to register for the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
375	Schedule	12/11/2023 - Web Comment - Hello, do you have any updates on this project to share or timeline? It appears that the project is delayed according to dates on the website. I am very excited for improvements of the bridge and the surrounding area. Thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. Construction of the portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is anticipated to begin in 2025 and be substantially complete by 2030, although some limited construction activities may begin in 2024. Construction of the portion from Linn Street to Findlay Street (OH) is anticipated to begin in 2026 and be substantially complete in 2031. Construction of the portion from Findlay Street to the Western Hills Viaduct (OH) is anticipated to begin in 2029 and be substantially complete in 2032. You can continue to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
376	Project Mailing List	12/13/2023 - Web Comment - Kindly include us on your email list.	This individual was added to the project mailing list.
377	Multimodal Traffic	12/14/2023 - Web Comment - For the cross streets that will be "improved", bicyclists need bike lanes, not so-called "multi-use" paths which are simply glorified sidewalks which force cyclists to constantly dodge pedestrians and stop at every crossroad. Of course, it will be inevitable that serious cyclists will get screwed over by the project. There is not one bridge across the Ohio River that has bicycle facilities. Sidewalks do not count!	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will build or replace bike lanes on Liberty Street, Findlay Street, Bank Street, and Harrison Avenue in Cincinnati. The locations of shared-use paths and bike lanes were determined in coordination with the City of Cincinnati and the City of Covington. --- Email was returned as undeliverable
378	Miscellaneous	12/17/2023 - Web Comment - I run a Science Cafe and I am looking for someone to come and talk about the Brent Spence Bridge and the new project. Please contact me for details.	A member of the project team contacted this individual as requested.
379	Construction	12/21/2023 - Web Comment - Greetings - How does an individual apply for employment seeking an opportunity to obtain a job with company conducting work on the Brent Spence Bridge? Have skills/capabilities in cement masonry, carpentry, electrical, plastering, painting, plumbing. Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/

Comment Number	Nature of Comment	Comment	Response
380	Construction Traffic	12/21/2023 - Web Comment - I sell a billboard on I75/71 in Covington at Pike Street. What kind of traffic impact can we expect once the project construction starts in April? Will all traffic still be passing by our board or being rerouted in other directions? Is construction on schedule to start in April?	Thank you for your interest in the Brent Spence Bridge Corridor Project and your question about traffic on I-71/I-75 near Pike Street during construction. Traffic on I-71/I-75 is anticipated to be maintained throughout construction of the project, although some temporary detours of local streets and ramps may be required. During construction, KYTC 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. Construction in Kentucky is anticipated to begin in 2025 and be substantially complete by 2030, although some limited construction activities may begin in late 2024.
381	General Support	12/22/2023 - Web Comment - Exciting to be a part of the team.	Comment noted.
382	Historic Resources	12/28/2023 - Web Comment - Will the existing Baltimore and Ohio Railroad terminal building have to be demolished?	Thank you for your interest in the Brent Spence Bridge Corridor project and your inquiry regarding the project's impact on the former Baltimore & Ohio Railroad warehouse, now known as Longworth Hall. The project will require 204 feet of the building to be removed along the eastern portion, and ODOT has committed to mitigating the impacts to historic Longworth Hall. The mitigation measures include installing exterior storm windows on the exterior of the building, restoring the east wall to an approximation of its original appearance using materials salvaged from the impacted portion of the structure, restoring windows that are removed and using them in the east wall reconstruction or returning them to the building owner, adding a cornerstone commemorating the date of construction on one side and the date of the renovation on the other side, repairing masonry, refurbishing the original lettering across the top of the building, and constructing an interpretive plaque/signing describing changes to the property that have occurred over time. As a result of the right-of-way process, ODOT has agreed to purchase the full Longworth Hall building from the current owner. Although the ownership will change, the building will remain occupied, and only businesses directly impacted by the removal of 204 feet from the building's east end will be relocated. Tenants currently renting space within Longworth whose units are affected by the removal have been notified and offered relocation assistance, with some choosing to relocate to other areas within Longworth Hall. ODOT may use interior space or the exterior grounds surrounding the building during the project's construction, but no impacts to the building's continued use for commercial office, retail, and event space are anticipated.

Comment Number	Nature of Comment	Comment	Response
383	Miscellaneous	12/28/2023 - Web Comment - Hello	Comment noted.
384	Traffic	12/28/2023 - Web Comment - Will this design interfere with traffic on Kyle's Lane in Covington KY?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Once complete, the project will not negatively impact traffic on Kyles Lane and is anticipated to improve traffic flow and safety when entering and exiting the interstate. The Kyles Lane bridge over I-71/I-75 and the highway ramps will be rebuilt as part of the project. In addition, current plans call for a new collector-distributor road to be built between Dixie Highway and Kyles Lane to reduce weaving movements and improve safety on I-71/I-75. During the project's construction, there may be some short-term traffic impacts while the Kyles Lane bridge and ramps are being rebuilt. The Kentucky Transportation Cabinet (KYTC) will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor, including Kyles Lane, and minimize disruption to the surrounding communities.
385	Existing Bridge	12/28/2023 - Web Comment - The project was originally aproved under the premise that the existing bridge was obsolete and more importantly unsafe. Now all of a sudden it's listed as structurally sound. Is that really true? Are any other upgrades to this bridge planned?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The purpose and need for the project was first established in 2006 and has not changed. It includes improving traffic flow and level of service, improving safety, correcting geometric deficiencies, and maintaining connections to key regional and national transportation corridors. The existing Brent Spence Bridge remains safe and structurally sound. Some parts of the existing Brent Spence Bridge do not meet current design standards, such as the lack of shoulders. Heavy traffic congestion coupled with a lack of shoulders contribute to crashes that are occurring on the existing bridge. The Brent Spence Bridge Corridor Project will construct a new 5-lane, double-decker companion bridge to carry interstate traffic across the river. The existing Brent Spence Bridge will only carry local traffic, which will reduce traffic on the structure. The existing bridge will also be restriped to provide the originally designed three lanes and shoulders. These improvements will improve traffic flow and safety on the existing Brent Spence Bridge. In addition, the existing bridge will be rehabilitated as part of the project. The bridge decks will be replaced, and spot repairs of the steel structure will be completed, as needed, to ensure that the bridge remains in good repair.

Comment Number	Nature of Comment	Comment	Response
386	Alternatives Climate Change	12/29/2023 - Web Comment - Why are you spending so much money on more roadways when this could be put towards better public transportation, like buses or creating a train line within the city? We have a duty to address climate change issues that are a severe problem already, and only getting worse, and encouraging more cars to be on the road is horribly counterintuitive for the health of our world, let alone our local communities. While I understand the concern for the bridge being a bottleneck for trucks as it is, there would be much less bottlenecking if there were better public transit options available for people. You may look at my zip code and think I don't have much right to say anything, but there are still people who live in my town that remember the train line running between the hamlet of Kings Mills and Cincinnati, providing valuable transportation to people both commuting and visiting either location. Bringing back train lines is the most ideal in my eyes because it more reliably connects further distances and tends to be more timely while allowing people to help fund it with train ticket sales, and we all know the subways tunnels still exist and continue to cost us maintenance for largely-unused space, but even having significant bus line improvements within the city would help the people in the city immensely, the latter of which surely wouldn't even cost taxpayers as much as this current plan does. Worse, if this has anything to do with car manufacturers trying to influence the decision to create more space for cars and, thus, further car sales, we all have a right to be livid about it, the least of which being that independent driving is not an option for MANY people for a myriad of reasons. I find it very hard to believe that adding more car lanes is really what's best for the people of Cincinnati, and you have a duty to do what's best for them. Priorities are better off going towards reducing all traffic and pollution, allowing better public transit that enables more self-sufficiency for maintenance purposes, and giving non-drivers better choices for navigating the city.	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. The Brent Spence Bridge Corridor Project is designed to accommodate all trips projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050. In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. 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 here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Finally, KYTC and ODOT are evaluating the project's potential effects on greenhouse gas emissions and climate change in a Supplemental Environmental Assessment being prepared for the project. The Supplemental Environmental Assessment is anticipated to made available for public review and comment in February 2024.

Comment Number	Nature of Comment	Comment	Response
387	General Opposition	12/29/2023 - Web Comment - WHY CAN YOU NOT SEE: YOUR BILLIONS DOLLAR MISTAKE; THE UN ACCEPTICAL TIME TO COMPLETION AND THE UNNESSARY LAND GRAB. YOU WILL BE BACK TOO THE DESIGN TABLE A WEEK AFTER COMPLECTION AND WANTING TOO HIDE FROM THE PUBLIC.	Thank you for your comment pertaining to the Brent Spence Bridge Corridor Project. Your comment has been included in the project record.
388	Miscellaneous	12/29/2023 - Web Comment - Keep me updated.	This individual was added to the project mailing list.
389	Traffic	12/29/2023 - Web Comment - Will the 4th and 5th street access to /from the bridge from Kentucky be restored?	Thank you for your interest in the Brent Spence Bridge Corridor Project. As part of the project, the Texas turnaround at Pike Street will be removed and replaced by a collector-distributor roadway system, which will provide local access to and from the interstate. West 5th Street into Covington will be accessed via the southbound collector-distributor system. The project will include a West 4th Street ramp to the northbound collector-distributor system, which will then continue on to I-71 and I-75. The current restriction that limits the West 4th Street ramp to the existing Brent Spence Bridge to emergency vehicles only will be removed, and the ramp will be open to all vehicles.
390	Construction	01/03/2024 - Web Comment - Partnership with Rumpke for open top construction dumpsters for this project	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/

Comment Number	Nature of Comment	Comment	Response
391	Construction	01/04/2023 - Web Comment - Partnership with Rumpke for open top construction containers for the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
Responses to comments received between 01/09/2024 and 03/08/2024 were addressed separately as part of the comment period for the supplemental Environmental Assessment and are included in Appendix A and Appendix B of the *Request for Finding of No Significant Impact* (May 2024), which can be accessed HERE.			
392	Construction	03/13/2024 - Web Comment - Interested in applying for a job have construction experience please respond with the construction company info so I can complete the application. Thanks for your time	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
393	Construction	03/20/2024 - Web Comment - Groundbreakers Hydrovac Excavation Services is a new DBE/WBE to the Cincinnati region with certifications in Ohio, Indiana, and Kentucky. I would like to send my gratitude for the Greater Cincinnati Transportation Construction Workshop & Networking Event. It was a pleasure to meet and speak with everyone associated with this project. We, at Groundbreakers, are excited to possibly be a part of the new Brent Spence Bridge Corridor.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for attending the recent networking event. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/

Comment Number	Nature of Comment	Comment	Response
394	Project Mailing List	04/01/2024 - Web Comment - I would like to get updates about the project	This individual has been added to the project mailing list.
395	Construction	04/01/2024 - Web Comment - Chase Corporation manufactures waterproofing sheet membranes, closed-cell foam expansion joints and Rosphalt - a polymer additive to asphalt. Who is the appropriate individual to contact to discuss specifying these products. Rosphalt has been used on a number of bridges in Kentucky.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You may also visit https://www.transportation.ohio.gov/working/construction/materials/overview/new-products for information on how to get materials approved for use on ODOT projects.
396	Multimodal	04/04/2024 - Web Comment - Good afternoon Brent Spence Bridge Corridor Design Team, To provide for the safety of pedestrians of the historic Lewisburg neighborhood, including the children of Prince of Peace School and St. John Church, please give strong consideration to raised crosswalks on Bullock Street, Simon Kenton Way, Ninth Street, and Pike Street. Raised crosswalks will: - Improve the safety of pedestrians attending Prince of Peace school and St John Church - Improve the safety of pedestrians of the historic Lewisburg neighborhood traversing to the Kenny Shields Park, SFC Jason Bishop Memorial Dog Park, Goebel Park, and the Main Strauss Business District - come at little to no cost to the project - not impact storm-water drainage - prove to keep traffic speed closer to design speed - reduce the current drag-racing effect on Bullock Street and Simon Kenton Way.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Intersections and traffic control within the project limits, including crosswalks, will be designed and constructed in accordance with current design standards and guidelines. In support of the KYTC *Complete Streets, Roads, and Highways Policy* and the Ohio-Kentucky-Indiana Regional Council of Governments Regional *Complete Streets Policy*, Refined Alternative I (Concept I W) will promote safety for bicyclists and pedestrians. The frontage roads along Simon Kenton Way and Bullock Street and the local street intersections, including at West 9th Street and Pike Street, are being designed as lower-speed urban roadways to provide safe bicycle and pedestrian crossings. Lighting will also be installed in underpass areas to improve safety and security for pedestrians and bicyclists.
397	Right-of-Way	04/07/2024 - Web Comment - My home is [REDACTED] W 11th street - is there any landscaping offered to help during the demolition. I want to keep my property..	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your property at [REDACTED] West 11th Street will not be physically impacted by the project, and no demolition will take place on or adjacent to your property.

Comment Number	Nature of Comment	Comment	Response
398	Construction	04/09/2024 - Web Comment - Would like to be a part of this historic construction! Where can I forward a resume ?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
399	Construction	04/10/2024 - Web Comment - I am looking for a Construction project engineer position for this project. I am currently a student at Northern Kentucky University majoring in Construction Management with an expected graduation date of Dec. of 2025. I have quite a bit of experience in the areas of Agriculture, Industrial, commercial, residential, and heavy civil construction. I would love to talk to someone about how I can be on this project. Please contact me via email or phone.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You may also reach out directly to WSP, the firm assisting the owner with Construction Engineering. Inquiries can be directed to jenny.carroll@wsp.com. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
400	Construction	04/10/2024 - Web Comment - When will the new bridge construction start?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on Phase III of the project (which includes the new companion bridge) is expected to begin in 2025, although some limited construction activities may begin in late 2024.

Comment Number	Nature of Comment	Comment	Response
401	Alternatives	04/13/2024 - Web Comment - The Ohio Department of Transportation and Kentucky Transportation Cabinet are proceeding with the widening of I-75 and the new Brent Spence Bridge replacement parallel to original Brent Spence Bridge that will be used for I-71 only. Eventually both I-75 and I-71 will become congested with both local traffic and transcontinental traffic increases on I-75. While transit can help reduce local traffic, I-75 is a fixed route that already has the I-275 Beltway alternative route. Building the "new" Brent Spence Bridge because the original Brent Spence Bridge was determined to be functionally obsolete was the argument to spend $2 billion. Leaving the original Brent Spence bridge is puzzling because while it may temporarily handle the I-71 traffic, it will have to be maintained at an increasing cost and is still a danger to traffic because of its limited double deck design. Both ODOT and KYTC needs to study the option of re-routing I-71 east and south of Cincinnati connecting to the existing I-75/I-71 split interchange. By re-routing I-71, the traffic level will easily be high enough to justify the cost-benefit analysis. This is NOT a revival of the Cincy Eastern Bypass, a poorly designed concept that ODOT and KYTC rejected. The reason to re-route I-71 is not only to reduce traffic on the I-75/I-71 duplex route in Kentucky, but to avoid the potential collapse of the original Brent Spence Bridge that is now over 60 years old, approaching 70 years by the time the "new" bridge is completed, beyond the accepted 50-year replacement lifetime of almost any bridge by modern civil engineering standards.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The new companion bridge that will be built for the BSB Corridor Project will carry both I-75 and I-71 across the Ohio River. The existing BSB will carry local traffic across the Ohio River as part of the collector-distributor system. The BSB Corridor Project will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. Alternatives that removed the existing BSB were evaluated during the project's development. Those analyses concluded that the existing bridge has a long life, and removing it to build a wider companion bridge was not cost effective. However, the proposed project will include a deck replacement and steel repairs on the existing bridge. Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. Traffic data for the project was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. The regional travel demand model indicates about 70 percent of the traffic in the BSB corridor has origins and destinations north of the I-71/I-75 split in Kentucky and south of I-275 in Ohio. Alternatives that reroute I-71 traffic would not address congestion for the high proportion of local traffic utilizing the BSB corridor and is therefore not considered a reasonable alternative for the BSB Corridor Project.

Comment Number	Nature of Comment	Comment	Response
402	Right-of-Way	04/14/2024 - Web Comment - Hello, I cannot tell by the information if the planned bridge will have impact on property located at [REDACTED] E Orhcard Road Fort Mitchell Ky. Can you please let me know? Thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will not require KYTC to purchase any portion of your property located on East Orchard Road. KYTC is proposing a noise barrier along I-71/I-75 in the vicinity of East Orchard Road. During detailed design, and in accordance with the KYTC *Noise Analysis and Abatement Policy*, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from this proposed noise barrier.
403	Existing BSB	04/16/2024 - Web Comment - you show the current brent spence bridge will be used, will it be updated?	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The new companion bridge that will be built for the BSB Corridor Project will carry both I-75 and I-71 across the Ohio River. The existing BSB will carry local traffic across the Ohio River as part of the collector-distributor system. The existing BSB will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders. The project will also include a deck replacement and steel repairs on the existing bridge.
404	Existing BSB	04/17/2024 - Web Comment - Are they working on bridge today?	Thank you for your interest in the Brent Spence Bridge Corridor Project. There was not any scheduled work on the existing Brent Spence Bridge on April 17, 2024. In the future, you may visit the following KYTC and ODOT websites to view current traffic advisories and sign up to receive news and travel updates: https://transportation.ky.gov/DistrictSix/Pages/default.aspx and https://www.transportation.ohio.gov/about-us/traffic-advisories/#page=1&alpha=Butler%20Clermont%20Clinton%20Greene%20Hamilton%20Preble%20Warren%20. You may also check the following websites for current traffic conditions at any time: http://goky.ky.gov/ and https://ohgo.com/cincinnati?lt=39.1619&ln=-84.62&z=11&ls=incident,delay,weather

Comment Number	Nature of Comment	Comment	Response
405	Construction	04/19/2024 - Web Comment - Interested in QA/QC positions. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You may also reach out directly to WSP, the firm assisting the owner with Construction Engineering. Inquiries can be directed to jenny.carroll@wsp.com. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
406	Planned Traffic Closures	04/27/2024 - Web Comment - Is the BSB bridge going to be open for traffic on 05/15/2024	Thank you for your interest in the Brent Spence Bridge Corridor Project. There currently are not any plans to close the existing Brent Spence Bridge to traffic on May 15, 2024. You may visit the following KYTC and ODOT websites to view current traffic advisories and sign up to receive news and travel updates: https://transportation.ky.gov/DistrictSix/Pages/default.aspx and https://www.transportation.ohio.gov/about-us/traffic-advisories/#page=1&alpha=Butler%20Clermont%20Clinton%20Greene%20Hamilton%20Preble%20Warren%20. You may also check the following websites for current traffic conditions at any time: http://goky.ky.gov/ and https://ohgo.com/cincinnati?lt=39.1619&ln=-84.62&z=11&ls=incident,delay,weather

Comment Number	Nature of Comment	Comment	Response
407	Noise	05/01/2024 - Web Comment - who will clean the windows (see thru sound barriers) / how often on the road side / we need to have noise measurements before and after the barriers from parts of park point (which may be worse after the noise barriers are in place especially with barriers on the east side of the road)	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC is implementing a pilot project to construct transparent noise walls along Crescent Avenue in the Lewisburg area, west of the interstate. The pilot project is not directly part of the Brent Spence Bridge Corridor Project. One of the items being evaluated as part of the pilot project is the maintenance of the noise walls and how to efficiently maintain their visibility. In response to your comment about noise measurements, Park Point Drive is located 2,000 feet west of I-71/I-75 and beyond the analysis area for the Brent Spence Bridge Corridor Project. In accordance with KYTC's noise policy, only noise sensitive receptors within 500 feet of the project corridor were analyzed for noise impacts.
408	Miscellaneous	05/01/2024 - Web Comment - I am looking for anyone that can help me to find any companies working in the Owensboro KY area and might need hotel rooms. I can over deep discounts.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is located between Northern Kentucky and Cincinnati, Ohio, about 200 miles north and east of Owensboro, Kentucky. Project personnel do not anticipate any lodging needs in Owensboro.

Comment Number	Nature of Comment	Comment	Response
409	Noise	05/09/2024 - Web Comment - I live in Park Hills and are concerned with you plan to best mitigate noise pollution (barrier walls, trees, elevation changes) for the surrounding cities including Park Hills.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. KYTC evaluated noise for Refined Alternative I (Concept I W) and documented the results in a *Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section* (August 2023) and a *Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section* (August 2023). The studies found seven noise barriers to be feasible and reasonable per KYTC's *Noise Analysis and Abatement Policy* (KYTC noise policy), and KYTC is proposing noise barriers to mitigate noise impacts in these areas. This includes a proposed noise barrier for southbound I-71/I-75 north of Kyles Lane in the City of Park Hills. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. The results of those studies are documented in a *Technical Memorandum: Additional Traffic Noise Assessment Kentucky Southern Section* (February 2023) and a *Noise Analysis Technical Memorandum Kentucky – Northern Section* (November 2022). Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers. In accordance with the KYTC *Noise Analysis and Abatement Policy*, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the BSB Corridor Project.
410	Miscellaneous	05/10/2024 - Web Comment - Hi. I want to build near the new bridge on my property - will I need special permits or permission?	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC is not responsible for reviewing or approving buildings on private property. We encourage you to reach out to the city where your property is located to determine specific local permitting requirements.
411	General Support	05/10/2024 - Web Comment - I hope it moves forward fast.	Comment noted.
412	General Support	05/10/2024 - Web Comment - Thank you.	Comment noted.

Comment Number	Nature of Comment	Comment	Response
413	Stormwater	05/10/2024 - Web Comment - Were the Sierra Club Miami Group's comments on the need to assure additional sewer pipelines be installed to handle increased sewage and stormwater runoff from the construction, landscape changes, and from increased bridge traffic? Our sewer system is already insufficient to handle what we have now and more importantly what we expect from increased flashflooding in future due to changes in climate. in this region. We had also proposed creating a "sponge" effect in the landscaping around the footprint of the new construction, contiguous residential areas, and around cloverleaf intersections using modern green infrastructure, grassed swales, and deeply rooted trees and rushes.	Thank you for your interest in the Brent Spence Bridge Corridor Project. ODOT and KYTC considered all comments submitted during the public comment period for the supplemental Environmental Assessment. Responses to the public comments are available at the following location on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/2024-05-08_Public-Comment-and-Response-Summary-Clean.pdf
414	Existing BSB	05/11/2024 - Web Comment - Please Please, Dont allow current Bridge Condition and the Safety for Current Vehicular Traffic on Older Bridge to Become Forgotten such as What happened on the Recent Bridge Collapse in the State of Maryland. From the 1960s when the Current Bridge Was Constructed here in Kentucky unil This Year, 2024 is a very Long time and Much Deterioration is possible. Thank you	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The existing BSB is routinely inspected to ensure it is structurally sound for the travelling public. KYTC also conducts needed maintenance on the existing BSB to make sure it remains in a state of good repair. In addition to these efforts, the BSB Corridor Project includes rehabilitation of the existing structure such as repairs on the structural steel and replacing the concrete roadway decks.
415	Tolling Traffic Air Quality Local Connectivity	05/11/2024 - Web Comment - Why has no effort been made to reduce traffic over the current Brett Spence bridge with the implementation of tolls or congestion pricing? The I-275 bypass is largely underutilized, especially for commercial interstate traffic bypassing the city of Cincinnati. The I-65 Kennedy Bridge companion project in Louisville, KY, which implemented tolls to secure federal funding, saw traffic decrease by 50% as drivers chose alternate routes over the Ohio River. The history of the city of Cincinnati shows us that creating more interstate highways that cut through the heart of the city will serve only to worsen automobile traffic in the area, decrease regional air quality, and exacerbate connectivity issues throughout the city.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, tolling the existing BSB and congestion pricing (which is a form of tolling) is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.

Comment Number	Nature of Comment	Comment	Response
415 *(cont.)*	Tolling Traffic Air Quality Local Connectivity *(cont.)*		*(cont.)* Previous study efforts related to tolling are posted on the "Documents" page of the project website under the years 2013, 2014, and 2015: https://brentspencebridgecorridor.com/documents/ ODOT and KYTC prepared an I*nterchange Modification Study Addendum* that concluded that the BSB Corridor Project will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods. Air quality studies concluded that BSB Corridor Project is not anticipated to further degrade, and may improve, overall air quality in the project area. ODOT and KYTC have closely coordinated the design of local connections to and from the BSB corridor with local municipalities. While the project will change how through (interstate) traffic and local traffic travel through the corridor, most existing travel connections will be maintained and minor rerouting of traffic will be accommodated where access points are modified. The full environmental analysis for the project is documented in the Revised Supplemental Environmental Assessment, which can be viewed here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf
416	Traffic	05/12/2024 - Web Comment - Seems great to have 5 lanes crossing the river. Currently we have 4 lanes and traffic is backed up. Just 1 more lane? Please consider more lanes. Even if 5 is enough for today, what about 30 years from now?	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project will build a new double-decker companion bridge with five lanes on each deck west of the existing BSB. The project will also rehabilitate and reconfigure the existing double-decker BSB to provide three lanes with inside and outside shoulders. The new companion bridge will carry interstate traffic, and the existing BSB will carry local traffic across. Once the project is complete, there will be a total of 16 lanes of traffic crossing the Ohio River on two, double-decker bridges.

Comment Number	Nature of Comment	Comment	Response
417	Construction	05/15/2024 - Web Comment - Has the final design been determined? Is there a schedule for when the RFQ/RFP will be issued?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The base design for the project has been determined, and the project received environmental approval on May 8, 2024. The project will be built in three phases. The portion from Dixie Highway (KY) to Ezzard Charles Drive (OH) is being delivered using a progressive design-build contract that was awarded in 2023. The portions from Linn Street to Findlay Street and from Findlay Street to the Western Hills Viaduct (OH) are being delivered using a design-bid-build approach, and ODOT has already contracted for the design of these phases.
418	Diversity & Inclusion	05/22/2024 - Web Comment - I would like to be engaged with diversity and community outreach efforts and would also like to be included in meetings and events.	Thank you for your interest in the Brent Spence Bridge Corridor Project. To learn about specific diversity and inclusion outreach events, please visit the Walsh Kokosing Design-Build Team website https://walshkokosing.com/bsb or email WalshKokosingBrentSpence@walshgroup.com. You may also sign up for project updates at www.brentspencebridgecorridor.com.
419	BSB Companion Bridge	05/31/2024 - Email Comment - Take a look at Gordie Howe Bridge! https://www.gordiehoweinternationalbridge.com/en	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC, ODOT, and the project Aesthetics Committee are coordinating the design of the new companion bridge to ensure that it is an iconic, aesthetically pleasing structure. The project has been planned to incorporate flexibility in the bridge types to allow the progressive design-build team to pursue innovative and cost-effective designs to the greatest extent possible. The bridge types currently under evaluation for the new companion bridge are broadly described as an “arch bridge” and a “cable-stayed 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, information regarding the decision 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 Brent Spence Bridge.

Comment Number	Nature of Comment	Comment	Response
420	Kyles Lane	05/31/2024 - Web Comment - What is being done to help with the southbound I71/75 Fort Wright exit? The semi truck slowdown to the exit causes a lot of headache and congestion and makes it dangerous in having many cars crossing over 3 lanes just to pass the trucks going 20 mph to get off the Fort Wright exit. Viewing the flyover, it doesn't look like there is much of a plan to remedy this.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Today, southbound I-71/I-75 is four lanes before and after the exit to Kyles Lane (which provides access to Fort Wright). After the project is built, southbound I-71/I-75 will be six lanes before and after Kyles Lane. This will help to reduce congestion in this area. The exit from southbound I-71/I-75 to Kyles Lane will be designed and constructed according to current design standards to allow sufficient length for vehicles to decelerate with minimal disruptions to the through traffic lanes.
421	Construction	06/01/2024 - Web Comment - Excited about continuing my career looking to be a part of this Construction	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You may also reach out directly to WSP, the firm assisting the owner with Construction Engineering and Inspection services. Inquiries can be directed to jenny.carroll@wsp.com. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/

Comment Number	Nature of Comment	Comment	Response
422	Multimodal	06/01/2024 - Web Comment - Hi, I would first like to thank the BSB project team for listening to public input and making project improvements in Covington and on the Cincinnati side, including by incorporating elements of Bridge Forward to restore street grid and setting the stage for Queensgate to be redeveloped. I also would like to offer support for the plan to add bike lanes to the Clay Waide Bailey Bridge, in order to allow for more multi-modal transportation in the city. I am inquiring to ask if the project team has considered the possibility of allowing TANK Express buses to do highway shoulder running during slow traffic. Multiple cities across the USA, including Minneanapolis and Chicago, already have a network of highway shoulder running for express buses to allow them to keep good on time performance even during congestion, and with the very large shoulders I-75 will have approaching the bridge, it would seem reasonable to allow TANK to do the same. TANK already runs a half-hourly airport service, as well as a couple of hourly park & ride services and a three peak hour only park & ride services, but these services have difficulty arriving on time due to serious congestion on I-75. Allowing for TANK buses to use highway shoulder running during slow traffic would be a good way to improve transit in Northern Kentucky, and would better leverage the investment that will already be being made in building large shoulders on I-75. Additionally, the shoulder running would also allow emergency vehicles to bypass congestion on the highway. Perhaps some type of ITS or other smart traffic technology could be used to ensure safety for the buses and emergency vehicles?	Thank you for your interest in the Brent Spence Bridge Corridor Project and for the positive feedback about the bicycle and pedestrian improvements. Your support for the inclusion of bicycle lanes on the Clay Wade Bailey bridge has been noted in the project record. As currently planned, the project will not implement highway shoulder running for buses 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 highway shoulder running for buses if that is implemented in the future.

Comment Number	Nature of Comment	Comment	Response
423	Construction	06/03/2024 - Web Comment - Good morning. I had a few questions: - What is the latest pre-construction timeline? - Is the RFP/Q released? - What is the delivery method for this project (hard bid/design build)?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2029. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2026. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is scheduled to begin in 2025, although some limited construction activities may begin in late 2024. Phase I is being delivered using a design-bid-build approach. Phase I is currently under detailed design, and the construction contract is expected to be awarded in 2029. Phase II is being delivered using a design-bid-build approach. Phase II is also currently under detailed design, and the construction contract is expected to be awarded in 2026. KYTC and ODOT executed a progressive design-build contract for Phase III of the project in October 2023. You may view the latest subcontracting opportunities for the Phase III progressive design-build contract on the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.
424	Construction	06/04/2024 - Web Comment - When is the anticipated start date of any of the construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2029. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2026. Construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is scheduled to begin in 2025, although some limited construction activities may begin in late 2024.
425	Construction	06/12/2024 - Web Comment - Please direct me to the contact person or project lead for the lighting design for the Brent Spence Bridge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
426	Innovations	06/12/2024 - Web Comment - I live in West Covington on Highway Ave, which heads to Ludlow. I have viewed your "flyover" rendering several times. I'm not seeing the replacement for the southbound I-71/75 Brent Spence exit to Covington Fifth Street and Crescent Ave (mile marker 192). Those of us who live in Covington and Ludlow - how will we exit the southbound bridge and get home from there?	Thank you for your interest in the Brent Spence Bridge Corridor Project. As currently proposed with the project, the new companion bridge will carry interstate traffic (I-71 & I-75) through the corridor. Traffic with a starting point or destination point within the urban area (Covington and/or Cincinnati) will utilize a collector-distributor system crossing the Ohio River on the existing Brent Spence Bridge, not the new companion bridge. As such, the southbound access point to Covington will be from the collector-distributor and the Brent Spence Bridge. Information on a collector-distributor system can be found at the following link: collector-distributor handout The KYTC and ODOT project team, in partnership with the Design Build Team, continues to make design refinements (also called innovations) to reduce project impacts and costs, including in Covington. As part of the design refinements, the local W. 5th Street in Covington will be closed under I-71/I-75. Southbound traffic will still be able utilize the collector-distributor system (the existing Brent Spence Bridge) to exit onto W. 5th Street on the east side of the interstate in Covington. Traffic traveling towards west Covington and Ludlow will then be able to travel west on 5th Street, turn north on Philadelphia Street, turn west on 3rd Street, and access Highway Avenue. You can view the recommended design refinements in Kentucky on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/BSBC_Kentucky-Innovations.pdf. The W. 5th Street refinements are shown on pages 3 and 4.
427	Construction	06/13/2024 - Web Comment - My husband and his few friends are Journeyman Carpenters and are interested in working on the bridge. Do you have current openings for them? They are apart of Local Union 175 out of Louisville, Kentucky.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
428	Construction	06/24/2024 - Web Comment - Has a Construction Management (CM) contract been awarded for the BSB Project? If so, to what company?	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The Construction Engineering and Inspection contract has been awarded to WSP.
429	Miscellaneous	06/27/2024 - Web Comment - I am hoping to connect with someone on the Brent Spence project team who is familiar with public disclosure requests. I am working on the Interstate Bridge Replacement (IBR) Program, which is similar to Brent Spence Corridor as it spans across two states. I wanted to find out how you coordinate requests for your program with two states involved. I would appreciate if you could direct me to the appropriate staff.	A member of the project team contacted this individual.
430	General Support	06/27/2024 - Web Comment - This Should be Good	Comment noted.
431	Traffic	06/27/2024 - Web Comment - WILL IT CONNECT BETWEEN I-71 , I -75 & I-471	The Brent Spence Bridge (BSB) project will widen 7.8 miles of I-71/ I-75 from Marshall Avenue in Ohio to south of Dixie Highway in Kentucky and rebuild all bridges and interchanges. A collector-distributor system will be added between Ezzard Charles Drive in Ohio to about 12th Street in Kentucky. Existing frontage roads along Bullock Street and Simon Kenton Way in Covington will be extended to improve north-south connectivity. Collector-distributor lanes will be built between Kyles Lane and Dixie Highway in Kentucky. The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders. The existing bridge will carry local traffic as part of the proposed collector-distributor roadway system. The project will also build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic across the Ohio River. The project does not include any direct connections to I-471.

Comment Number	Nature of Comment	Comment	Response
432	Noise	06/30/2024 - Web Comment - I am a resident in a home near the end of Hermes Ave, in Covington, and was curious where sound barriers are being planned for? Very much hoping that we'll be able to benefit from them on our street.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Kentucky Transportation Cabinet (KYTC) is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3rd Street to south of Hermes Avenue. The noise barriers are expected to reduce noise for residences along Hermes Avenue. While refinements will occur as the project moves into more detailed design, you may view mapping showing the currently proposed noise barriers on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2023/12/2023-12-01_Corridor-Exhibit.pdf. During detailed design, and in accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise barriers (benefitted receptors) at each location where they are proposed in Kentucky.
433	Construction	07/01/2024 - Web Comment - Interested in working on project. Part of Laborers Union of Cincinnati.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
434	BSB Companion Bridge	07/10/2024 - Web Comment - I'm contacting you regarding the name of the new companion bridge set to be built next to the Brent Spence Bridge. I think the decision makers should consider naming the new bridge after Major General John Buford. General Buford is a native Kentuckian and served the Union as a cavalry officer during the Civil War. On the first day of the Battle of Gettysburg, General Buford and his cavalry were the first to arrive outside of the city. General Buford immediately recognized the importance of protecting certain areas of high ground surrounding the city and, despite being heavily outnumbered, managed to hold key positions with dismounted cavalry that delay the Confederate advance long enough for Union infantry to arrive and take the high ground south of Gettysburg. General Buford's actions are well documented. If it were not for General Buford's actions that day, the Union army would have likely been defeated at Gettysburg or somewhere closer to D.C., the Union would have been forced to agree to end the war on the CSA's terms, and the United States that we know today would not exist. Additionally, his conviction to remain loyal to the Union, despite being from Kentucky and having numerous family members in the South, is notable. When the Civil War was first starting, his friend asked General Buford of where he intended to serve. General Buford responded by saying that he was a Captain in the US army and "intended to remain one." I think General Buford is someone that everyone can rally behind and has a life story that people will love to learn about and truly appreciate. Plus, "Buford's Bridge" is easy to say and sounds good! Please consider General Buford in naming the new companion bridge. Thank you for your work on the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The new companion bridge is anticipated to be formally named, but the process for naming the new bridge has not yet been established.

Comment Number	Nature of Comment	Comment	Response
435	BSB Companion Bridge	07/11/2024 - Web Comment - Design the new span to be beautifully decorated, lights at night, to be a tourist destination for all the people that drive through. Just think if the Golden Gate Bridge was boring or ugly. Wake up Cincinnati even though Kentucky is probably in charge.	Thank you for your interest in the Brent Spence Bridge Corridor Project. 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 currently being 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.
436	Construction	07/12/2024 - Web Comment - We are looking to find out if Bengals tailgating will be permitted this year, especially for the preseason game on August 22nd. We are from Ohio and retired now in SC. We are coming through to visit and planning the trip around this game.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Project-related activities are not anticipated to affect tailgating for the preseason game for the Cincinnati Bengals on August 22, 2024.
437	Noise	07/13/2024 - Web Comment - I saw on the news that you will have see through panels to prevent the noise during the Brent Spence Bridge project for those folks along 71/75 in NKY. Has anybody considered this of homeowners on 471N in Ft. Thomas/Newport/Bellevue? We currently have no barrier against the traffic noise and it is deafening. When all of the traffic gets diverted from 71/75 to 471 during this bridge project, it will be unbearable. We know this because the accident on Brent Spence Bridge that cause the fire/damage closing the bridge, diverted all traffic to 471. It was a total nightmare. This will be worse and all of us homeowners on this very busy stretch of 471 know what's about to happen. We haven't even been included for traffic/noise consideration. We desperately need your help in this matter.	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you stated, the Kentucky Transportation Cabinet (KYTC) is currently working on a pilot project along Crescent Avenue in Covington that involves the installation of transparent noise walls. As typical with pilot projects, KYTC will evaluate the advantages/disadvantages of the transparent wall to determine future use on KYTC projects such as the Brent Spence Bridge Corridor Project. According to KYTC's noise policy, when KYTC uses federal funding to modify highways, such as adding lanes or vertical/horizontal alterations to the highway that will result in traffic being closer to residences, a "Traffic Noise Impact Analysis" is completed. The study, conducted during the planning stage, initially determines if there are residences or other sensitive land uses potentially impacted by traffic noise levels. These studies are very thorough and involve extensive computer modeling to determine noise levels at individual residences, schools, churches, medical facilities etc. These studies usually reach out to 500 feet from the edge of pavement and occasionally out to 800 feet. The only current mechanism available to KYTC to evaluate highway noise levels is if a KYTC Six Year Plan, federally funded highway project is being designed for your area. If there is no federally funded highway project that is being planned or designed in your area, then KYTC cannot conduct a noise analysis.

Comment Number	Nature of Comment	Comment	Response
437 *(cont.)*	Noise *(cont.)*		*(cont.)* At this time, there is no programmed highway project that would modify the portion of I-471 that you reference. KYTC has prepared a document that answers common noise-related questions for Kentucky residents, which you can access here: https://transportation.ky.gov/EnvironmentalAnalysis/Documents/Resident%20Traffic%20Noise%20QA%2005-05-2021.pdf The Kentucky Transportation Cabinet (KYTC) has committed to preparing a maintenance of traffic plan for the Brent Spence Bridge Corridor Project. The maintenance of traffic plan will evaluate available travel lanes on the mainline interstate (I-71/75) during construction to reduce the potential that the project will induce traffic diversion similar to that experienced during recent closures and restrictions on the existing Brent Spence Bridge. The current maintenance of traffic plan indicates some travel lanes will be available at the river crossing.
438	Construction	07/13/2024 - Web Comment - I plan on traveling I71/I75 through Cincinnati early Sunday morning October 13, 2024 and crossing the Ohio River via the Brent Spence Bridge . What construction/traffic delays might be expected for this planned route on this Sunday morning. My return via this same crossing is planned for late afternoon/early evening on Friday, October 18, 2024.	Thank you for your interest in the Brent Spence Bridge Corridor Project. There are currently no planned lane restrictions on the existing Brent Spence Bridge on October 13, 2024 or October 18, 2024. Travelers can review real-time traffic information to determine if their routes are affected by work zones or other incidents at: https://goky.ky.gov/ and https://ohgo.com/.
439	Construction	07/15/2024 - Web Comment - Would like to know how to started working with the goverentment. Please advise. i ak alreauno	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
440	Construction	07/17/2024 - Web Comment - I am interested to learn more abput what opportunities there are for DBE's.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
441	Innovations	07/18/2024 - Web Comment - I was wondering if you have any of the detailed plans for the new Ohio innovations available.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The design-build team is currently working to develop detailed design plans for the recommended innovations in Ohio. The detailed design process is expected to continue through mid-2026. In the meantime, please refer to the project website for a presentation summarizing the innovations: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf.
442	Construction	07/19/2024 - Web Comment - Hello! Just inquiring as to who is the Prime Inspection consultant company. Has there been an established start date and estimated completion date? Thank You! [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT have already contracted for construction, engineering, and inspection services. The WSP team was selected to provide construction, engineering, and inspection services for the BSB Corridor Project Phase III. Construction on Phase I of the BSB Corridor Project (Findlay Street to Marshall Avenue) is anticipated to begin in 2029. Construction on Phase II (Linn Street to Findlay Street) is anticipated to begin in 2026. Early construction on Phase III (the remainder of the project corridor, including the companion bridge over the Ohio River) is scheduled to start in 2025, with more significant construction activities beginning late in 2025 and early in 2026.

Comment Number	Nature of Comment	Comment	Response
443	Construction	07/19/2024 - Web Comment - Hello. Is there a date scheduled for the groundbreaking of the new companion bridge yet?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project website, www.brentspencebridgecorridor.com, will have current information about project updates. The project is still in the design phase, and these details have not yet been determined. Early work is anticipated to start in 2025 with more significant construction activities beginning late in 2025 and early in 2026. KYTC and ODOT have committed to providing regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through the project website, social media, e-newsletters, and local media.
444	Construction	07/24/2024 - Web Comment - Hello , I was wondering if the Central and Midwest Carpenter's Union workers might be called out to help with this project? . If so I am an apprentice and my intrest is to work at Night time if all possible , but will work days also and over time on this project. I was wondering if I can leave my information and just incase be on the call out for a position. [REDACTED] Thank you very much for your time . [REDACTED] Portsmouth Ohio.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
445	Construction Traffic	07/24/2024 - Web Comment - Good morning, I am traveling to Indiana in August and usually cross the Brent Spence bridge on my trip. I was wondering if you can tell me if I will be able to take this bridge or should I re-route my travel plan. Thank you!	The project website, www.brentspencebridgecorridor.com, will have current information about road closures and alternate routes once construction starts. The project is still in the design phase, and these details have not yet been determined. Early work is anticipated to start in 2025 with more significant construction activities beginning late in 2025 and early in 2026. KYTC and ODOT have committed to providing regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through the project website, social media, e-newsletters, and local media.

Comment Number	Nature of Comment	Comment	Response
446	Information Request	07/24/2024 - Web Comment - Good Afternoon - I am requesting for records regarding the Brent Spence Bridge Corridor Project Grant Application submitted to USDOT for the 2022 Bridge Investment Program grant funds for Large Bridge Projects. Documents requested are: Application Narrative; Budget Narrative; Benefit Cost Analysis (BCA) and BCA Narrative; and Any Related Supporting attachments provided for the successful grant application. I would appreciate your help with providing a link to the documents or sending the e-files to me at [REDACTED]. Thank you so very much for your cooperation.	A copy of the BIP grant application was forwarded to this individual.
447	Diversity & Inclusion	07/25/2024 - Web Comment - I want to start a DEI trucking (hauling materials) company w/drivers and leased trucks. Where would I start?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please visit the "DBE/D&I resources" page on the project website for links to resources for firms that want to work on the project and for a list of upcoming networking events: https://brentspencebridgecorridor.com/work-with-us/.
448	Roadway/Bridge Design Project Footprint	07/25/2024 - Good afternoon, I know I am a little late to the table with this message, but I've only recently started to get involved with my city (Cincinnati). The street grid addition I know was heavily pushed for by Bridge Forward, who's proposed design really sparked excitement for me. Obviously, costs are a major concern, so not everything proposed would have worked out, but I am curious about the possibility of future caps along this stretch of highway, which was proposed by them. Even if it isn't feasible now, is ODOT considering putting cap foundations in place anywhere (similar to Ft. Washington Way) so that a park/retail cap could be built in future? Also, compared to Bridge Forward's proposed drawings, what does the footprint look like: about the same or a little wider? 11 acres of reclaimed land is great, I'm just concerned that we are passing over a chance to do something more revolutionary for the area and its people. This is, of course, a major national thoroughfare, but I've become very aware of our tendencies in the US to prioritize cars over	Thank you for your interest in the Brent Spence Bridge Corridor Project. Please refer to the project website for the Supplemental Environmental Assessment Public Hearing presentation page 48 for the Ezzard Charles Drive Bridge design for potential future civic space of future retail development by the City of Cincinnati: https://brentspencebridgecorridor.com/wp-content/uploads/2024/02/Public-Hearing-Presentation-Slides.pdf. Please refer to the project website for a presentation summarizing the innovations: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf. ODOT is continuing to collaborate with the City of Cincinnati to incorporate community priorities into the project. One of these priorities includes maximizing the amount of land returned to the City once the project is complete. The ultimate vision for this land and other areas adjacent to the project footprint - including economic development potential - will be developed by the City of Cincinnati.

Comment Number	Nature of Comment	Comment	Response
448 ***(cont.)***	Roadway/Bridge Design Project Footprint *(cont.)*	people. Will there still be many of the economic benefits to the city from this version of the project? Thank you for your time and consideration. Best, [REDACTED]	
449	Noise	07/28/2024 - Web Comment - Hello. I read the post about the transparent noise walls and think it's a great idea. What the post didn't explain is how they'll be kept transparent. I noticed that they are already very dirty and dusty. This will make for an eyesore if not maintained properly, so curious what the plan is for that. Perhaps the post could be updated with those details. Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you stated, the Kentucky Transportation Cabinet (KYTC) is currently working on a pilot project along Crescent Avenue in Covington that involves the installation of transparent noise walls. As typical with pilot projects, KYTC will evaluate the advantages/disadvantages of the transparent wall to determine future use on KYTC projects such as the Brent Spence Bridge Corridor Project. Based on the manufacturer's specifications, the wall is self-cleaning with precipitation; however, maintained visibility is one of the criteria to be evaluated as part of the pilot study.
450	Construction	07/30/2024 - Web Comment - Local supplier; company- speedy maintenance service llc,. Masonary brick Masonary company [REDACTED] vine Street, 45210 Resistance [REDACTED] west liberty street 45214.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
451	N/A	08/01/2024 - Web Comment - I'm interested	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project website, www.brentspencebridgecorridor.com, will have current information about project updates.

Comment Number	Nature of Comment	Comment	Response
452	Construction	08/06/2024 - Web Comment - Questions about work opportunities on the bridge	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
453	Construction	08/08/2024 - Web Comment - I am representing over 31 school districts in Hamilton and Clermont County. I lead the regional workforce development for our districts and would love to bring your team into our work. We offer the Greater Cincinnati Business Advisory Council which brings school districts and industry partners together to bring workforce opportunities to our school districts. I would appreciate the support and the time. [REDACTED] I was at the workforce Council of Southwest Ohio on 8-8-2024	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
454	Multimodal	08/08/2024 - Web Comment - I am reaching out to express my concern about the "Pike Street access optimization." While I am hopeful that this project will enhance the Covington/Cincinnati corridor, I do not see any visual evidence in the document that this will improve the walkability of the area. As a resident of Park Hills, I frequently take my electric scooter down Montague and travel either on W Pike St or 9th St to eventually cross the Clay Wade Bailey Bridge. Traveling underneath the highway is already the most dangerous part of my commute. The Base Design and Key Innovation designs do not seem to address this issue. Instead, they appear to widen the gap between Covington and Devou Park as an underpass. How does this corridor plan improve alternative forms of travel?	Thank you for your interest in the Brent Spence Bridge Corridor Project. In support of the KYTC Complete Streets, Roads, and Highways Policy and the Ohio-Kentucky-Indiana Regional Council of Governments Regional Complete Streets Policy, Refined Alternative I (Concept I W) will promote safety for bicyclists and pedestrians. For example, the frontage roads along Simon Kenton Way and Bullock Street and the local street intersections, including at West 9th Street and Pike Street, are being designed as lower-speed urban roadways to provide safe bicycle and pedestrian crossings. In Kentucky, the locations of shared-use paths and bike lanes were determined in coordination with the City of Covington. New shared use paths and sidewalks will be included along the frontage roads. Also, new and rebuilt sidewalks and shared use paths will be constructed underneath the interstate to improve east-west

Comment Number	Nature of Comment	Comment	Response
454 *(cont.)*	Multimodal *(cont.)*		*(cont.)* connectivity for pedestrians and bicyclists. The new/improved facilities will also tie into existing infrastructure such as the shared use path in Goebel Park and along Crescent Avenue to connect to the existing shared use path along the river. Because of the proximity of other reasonable accommodations, including a crossing of the Ohio River at the Clay Wade Bailey Bridge, pedestrian and bicycle accommodations are not planned on I-71/I-75, the new companion bridge, or the existing Brent Spence bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.
455	Construction	08/12/2024 - Web Comment - Was told you were looking for welders to send to trade school/apprenticeships to work on the upcoming Brent Spence companion bridge project. I'm a retired Marine that is a non-certified welder looking to become a part of the project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
456	Construction	08/14/2024 - Web Comment - I would like to work in this Project, where do i have to apply?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
457	Construction	08/15/2024 - Web Comment - Can you please let me know what companies are working on the highway and bridge work?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The design firms and contractors working on the project differ by project phase. Phase I, which is from Findlay Street to just south of Marshall Avenue in Ohio, follows a design-bid-build procurement process. The prime design firm for Phase I is EMH&T. Similarly, Phase II, which is from north of the Linn Street overpass to the northern limits of the bridge over Findlay Street in Ohio, also follows a design-bid-build procurement process. The prime design firm for Phase II is Burgess & Niple. Phase III, which stretches from south of the Dixie Highway (US-25) interchange in Kentucky to Linn Street in Ohio, follows a progressive design-build procurement process. ODOT and KYTC selected the Walsh Kokosing Design-Build team in July 2023 to deliver Phase III. This team is comprised of two construction contractors, Walsh Construction and Kokosing, and two design firms, AECOM and Jacobs. For more information, you can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. The prime design firms and contractors for all phases of the project are also supported by numerous other firms. This includes participation by small, minority, and women-owned businesses that are certified as Disadvantaged Business Enterprise firms in Ohio and Kentucky.
458	Construction	08/16/2024 - Web Comment - Hi, I represent BrandSafway Industries. We are interested in supporting you in the construction phase of your project. We specialize in scaffold access, shoring and coatings to just mention a few. Please put me on your email list for bidding purposes. Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
459	Design-Build Process	08/16/2024 - Web Comment - Good Morning, I hope this message finds you well. My name is [REDACTED], and I am the Risk and Compliance Analyst for the Oregon Department of Transportation. I am reaching out to discuss the delivery approach for the new companion bridge project (e.g. Design/Build, CM/GC, or other methods) and the insurance and bonding structures required (e.g. owner-controlled insurance program - administered internally or by a broker). Additionally, I would appreciate your insights on any pre-solicitation communications that took place with the contracting community and their response to the solicitation requirements. As Oregon and Washington explore options for replacing the I-5 bridge connecting our two states, your experience and perspective would be incredibly valuable to our planning process. I would greatly appreciate the opportunity to connect and discuss this further at your earliest convenience. Thank you in advance for your time and consideration. I look forward to hearing from you. Best regards, [REDACTED] Risk and Compliance Analyst Oregon Department of Transportation	A member of the project team contacted this individual.
460	Traffic	08/22/2024 - Web Comment - I am moving to the area. How will this affect commuters living in Newport getting to the UC campus and VA hospital in Cincinnati? Thanks!	Thank you for your interest in the Brent Spence Bridge Corridor Project and welcome to Northern Kentucky. The Brent Spence Bridge Corridor Project is a large project of regional and national significance but will have local impacts as it improves the I-75 project corridor from the Western Hill Viaduct area in Ohio to south of Dixie Highway in Kentucky. In the long-term, the project will reduce congestion and improve traffic operations throughout the project area, which will improve reliability for commuters. Defined project goals are to improve traffic flow, level of service, and safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.

Comment Number	Nature of Comment	Comment	Response
460 *(cont.)*	Traffic *(cont.)*		*(cont.)* During project construction, the project team 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. Please also note that other paths exist outside the Brent Spence Bridge Corridor Project to get you to/from the locations you mentioned in your email, and I encourage you to explore those alternate routes. In the meantime, you may visit the following KYTC and ODOT websites to view current traffic advisories and sign up to receive news and travel updates: https://transportation.ky.gov/DistrictSix/Pages/default.aspx and https://www.transportation.ohio.gov/about-us/traffic-advisories/#page=1&alpha=Butler%20Clermont%20Clinton%20Greene%20Hamilton%20Preble%20Warren%20. You may also check the following websites for current traffic conditions at any time: http://goky.ky.gov/ and https://ohgo.com/cincinnati?lt=39.1619&ln=-84.62&z=11&ls=incident,delay,weather.
461	Construction	08/22/2024 - Web Comment - We are interested in bidding on this project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

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462	Construction	08/22/2024 - Web Comment - Updates and possible employment!!!!	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
463	Schedule	08/23/2024 - Web Comment - What are the projected start and finish dates?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. The first two phases in Ohio (Phase I: Linn Street to Findlay Street; Phase 2: Findlay Street to the Western Hills Viaduct) will be delivered through a traditional Design Bid Build contract. We are currently in the Design Phase of those projects, with anticipated construction initiation in 2029 and 2026, respectively. Phase III construction from Dixie Highway in Kentucky to Ezzard Charles Drive in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025. I encourage you to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
464	Project Mailing List	08/24/2024 - Web Comment - Sign up	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
465	Construction	08/25/2024 - Web Comment - Good Afternoon, I would like to offer your group the opportunity to present about the Brent Spence project, including DEI and Workforce needs to Workforce Development Board Area 1 covering Adams, Brown, Pike & Scioto counties. My colleague in Hamilton County shared that your group recently present to her workforce board and I think my board members would be interested as well. Many of Ohio's skilled-trades people live in our region including many ironworkers, sheet metal workers, electricians, carpenters, welders, teamsters, laborers, etc.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
466	N/A	08/28/2024 - Web Comment - Griffin Fire & Pipe is a fire sprinkler company	Comment noted.
467	Sustainability	08/30/2024 - Web Comment - Did you know? Embracing sustainability is here to stay! Be part of the change and upgrade your environment with sustainable alternatives. Learn more >>> http://alturl.com/efy8o Save money on maintenance while helping the planet. Whether it's solar panels and sustainable designs, each effort counts. Act now and feel the change! Stay ahead in sustainability.	Comment noted.
468	Construction	08/30/2024 - Web Comment - Hello, A few months ago, I came across the bid opportunity for Project Support Staffing/Administrative - Secretary services. I would like to inquire about the current status of this bid and whether it is still available or if it will be reposted on the website. I have been periodically checking the site but haven't seen the position reappear.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
468 *(cont.)*	Construction *(cont.)*	*(cont.)* I hope to hear back soon. Thank you, [REDACTED]	*(cont.)* You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
469	Noise	08/31/2024 - Web Comment - Hello, I am a homeowner at [REDACTED] Western Avenue in Covington, KY. I have been aware of the noise barrier wall construction on Crescent Ave, however, it appears the wall abruptly stops in front of my residence, which is very much still in the impacted area. Can you please offer insight into this design or when additional panels will be placed to offer noise protection for our residence? Thanks in advance for your assistance. Best, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you stated in your website inquiry, KYTC is implementing a pilot project to construct transparent noise walls along 1,000 feet of Crescent Avenue. The pilot project is not directly part of the Brent Spence Bridge Corridor Project. The pilot project will help determine the effectiveness of the walls to abate noise and will allow evaluation of wall maintenance, including how to efficiently maintain their visibility. As part of the environmental work for the Brent Spence Bridge Corridor Project, the Kentucky Transportation Cabinet (KYTC) evaluated several noise walls and noise wall systems along the corridor. A noise wall in the vicinity of Crescent Avenue was identified as warranted as part of a noise barrier system. The construction of that noise wall will commence with construction of the Brent Spence Bridge Corridor Project.
470	Construction	09/04/2024 - Web Comment - Hello, we would like regular updates on this project as it progresses, and would like to assist if we are able to. We provide maritime simulation services for new bridges for gathering marine inputs for project stakeholders to make designs and permitting processes seamless. We have this area database, and the tug and barge models to handle this work, if you need assistance. We are here to help.	Note: This individual was added to the project mailing list Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

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471	Construction	09/07/2024 - Web Comment - Now that ODOT owns the Longworth building and runs the Bengals tailgate parking lot, we were told last game there is a long list of rules to follow. We were also told there would only be 10 restrooms provided for the 1200 car lot. If you consider most people drive in groups you are looking at 1 restroom per 300-400 people which is unacceptable. We plan to tailgate this weekend in the lot so will see if that is accurate.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Project-related activities are not anticipated to affect tailgating at this time. You can visit or sign up for project updates at www.brentspencebridgecorridor.com.
472	Construction	09/11/2024 - Web Comment - Hi, Are you tired of spending countless hours on construction takeoffs and estimates? Let us take the burden off your shoulders and provide accurate and timely services for your next project. Simply send us the PDF set of your construction plans, and we will provide you with a detailed quote. Contact us today to learn more about how we can support your business Regards, [REDACTED] Estimation Department	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
473	Construction	09/12/2024 - Web Comment - I am the Compliance Assistance Specialist for Federal OSHA. I would like for some to email me a point of contact to discuss OSHA's Partnership Agreement. Walsh/Kokosing, KYOSHA, and OH OSHA are currently discussing Partnership option and would like to include ODOT, in the conversation.	See below / Comment response (#474)
474	Construction	09/12/2024 - Web Comment - Hi [REDACTED], My name is [REDACTED]. I am the Compliance Assistance Specialist for OSHA. I would like to talk to you about a Partnership Agreement discussion that we are having with Walsh/Kokosing, KYOSHA and federal OSHA. Let me know what works best for you. Best Regards [REDACTED]	Good Morning [REDACTED]: Thank you for providing the following comment on the Brent Spence Bridge project website: • 09/12/2024 - Web Comment - I am the Compliance Assistance Specialist for Federal OSHA. I would like for some to email me a point of contact to discuss OSHA's Partnership Agreement. Walsh/Kokosing, KYOSHA, and OH OSHA are currently discussing Partnership option and would like to include ODOT, in the conversation.

Comment Number	Nature of Comment	Comment	Response
474 *(cont.)*	Construction *(cont.)*		*(cont.)* My name is Tommy Arnold, and I am the Brent Spence Bridge Corridor Project Manager. I have also copied Stacee Hans, my Kentucky counterpart. We will start as your points of contact. If you have any questions, please don't hesitate to call or email. Thank you and have a good day. Respectfully, Tommy Arnold
475	Miscellaneous	10/01/2024 - Web Comment - Groups like the Cincinnati Coalition for Transit and Sustainable Development are still active and giving people the idea that the Brent Spence Bridge can be stopped. Have the final environmental impact studies and FHWA Record of Decision been fully approved. Do these opposition groups have any legal ability to stop this project in Federal court or is it too late, set in stone that the bridge and approaches will be built as planned?	Thank you for your interest in the Brent Spence Bridge Corridor Project. As for your specific inquiry, neither the highway department(s) nor project team can comment on pending litigation.
476	Webpage	10/04/2024 - Web Comment - Hello, I would like to offer some suggestions for your website. No commitment for future work, fine print, or hidden anything - just an opportunity for you to see how we can improve your website and leads. Would it be ok to show you the suggestions I have in mind? Please let me know! Thank you! [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. KYTC and ODOT have already contracted for website support services. However, you may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
477	BSB Companion Bridge	10/04/2024 - Web Comment - My four-year-old son, [REDACTED], loves bridges, and he is very excited about this project. He wanted me to tell you that he thinks it should be an arch bridge -- not a truss bridge or a beam bridge. He's okay with suspension bridges but would prefer an arch. Thank you for your time and consideration.	Thank you for your interest in the Brent Spence Bridge Corridor Project, and thank you for supporting your son's interest in STEM and infrastructure! Please stay engaged with the project as design and construction start to take shape and the website is updated with construction photos. 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. In the meantime, you can find additional information on the preliminary bridge design concepts at the following project website: https://brentspencebridgecorridor.com/about/project-renderings/.
478	Construction Traffic	10/08/2024 - Web Comment - Good morning, [REDACTED]. I am General Counsel with Performance Automotive and met with you many years ago when Rob was still with District 6. I just left a voicemail message on your office phone. As you can understand, we are most concerned about the access to and from our automotive facility at [REDACTED] W. Third Street in Covington during the Brent Spence Bridge construction, and after the BSB project is completed. My office phone line is [REDACTED] and email is above. Many thanks! [REDACTED]	Stacee Hans spoke to [REDACTED] via phone to discuss access to business both during and after construction.
479	Construction	10/12/2024 - Web Comment - Could you help me to understand the requirements for precast companies to supply product (MSE Wall, manholes, catch basins, etc.) for this project? We are ODOT precast certified but we are not currently approved to supply Kentucky projects. Will we be required to gain Kentucky precast certification or will the ODOT certification suffice? Thank you, in advance for your help.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project, including requirements for contractors: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/. You may also reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

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480	Schedule	10/12/2024 - Web Comment - What is the latest update on the project? It says that it will start in 2024. Thank you!	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. The first two phases in Ohio (Phase I: Linn Street to Findlay Street; Phase 2: Findlay Street to the Western Hills Viaduct) will be delivered through a traditional Design Bid Build contract. We are currently in the Design Phase of those projects, with anticipated construction initiation in 2029 and 2026, respectively. Phase III construction from Dixie Highway in Kentucky to Ezzard Charles Drive in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025.
481	Construction	10/14/2024 - Web Comment - We are a DBE interested in participating in the project. Who can we get in contact with for more information?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
482	Schedule	10/16/2024 - Web Comment - When do they start construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. The first two phases in Ohio (Phase I: Linn Street to Findlay Street; Phase 2: Findlay Street to the Western Hills Viaduct) will be delivered through a traditional Design Bid Build contract. We are currently in the Design Phase of those projects, with anticipated construction initiation in 2029 and 2026, respectively. Phase III construction from Dixie Highway in Kentucky to Ezzard Charles Drive in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025.
483	Miscellaneous	10/17/2024 - Web Comment - I was driving over the Brent Spence Bridge on 10/2 and a piece of metal that looked like a grate flew up and hit my car. It scratched and dented the hood. Is there a claim form I can fill out to get reimbursed for the damage?	This individual was contacted by a member of the project team.
484	Construction	10/20/2024 - Web Comment - Laborers position .	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
485	Construction	10/21/2024 - Web Comment - We live at [REDACTED] Philadelphia St in Covington. Will someone be coming around to take video/pictures of our house before construction starts in case cracks appear during the drilling/construction? Thanks	Thank you for your for interest in the Brent Spence Bridge Corridor Project. Based on the scope of improvements in the vicinity of your residence, physical impacts are not anticipated to buildings at your location. Additionally, as standard with all Kentucky Transportation Cabinet projects, the contractor is responsible for the preservation of all public and private property impacted by the contractor's operations. If you begin to notice unexpected impacts to your property during construction in the area, please notify KYTC via phone at (859) 341-2700 or by completing the online contact form (https://bpm.kytc.ky.gov/ApplicationBuilder/eFormRender.html?code=810A005056A2147711773738BD5BE87C&Process=PA-DV-ContactUs). I encourage you to continue to follow the project at https://brentspencebridgecorridor.com/
486	Miscellaneous	10/22/2024 - Web Comment - Good afternoon, I attended Stacee's presentation at the KGA Annual meeting in Covington back in June and would like to see if she is available to give a similar presentation as the Key Note Speaker at the OH811 Boots on Ground event on Friday November 22 at the Eastgate Holiday Inn. Please contact me either by email or my cell phone at [REDACTED] so we can discuss this further. The audience would be contractors, emergency responders and utility operators in SW OH and N KY. Thank you [REDACTED] Manager, Damage Prevention Duke Energy	Stacee Hans responded directly to the commenter and has agreed to present at the event on 11/22.
487	Kyles Ln	10/25/2024 - Web Comment - I am very concerned about the future of Kyle's Lane. We have a home on Kyle Lane between the 7175 exit and Highland Avenue are they planning to take the homes in that area or I can't find anything on it thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project, and we understand your concern. Even with the addition of northbound and southbound interstate travel lanes, the project team has worked to minimize impacts to adjacent communities and property owners. The project team has already initiated the process to purchase property required for the construction of the project. Based on current plans, the project does not require the acquisition of homes along the Kyle's Lane corridor. I encourage you to visit the project website (https://brentspencebridgecorridor.com/) for current information about the project. Once on the website, you can also sign up to receive updates via the monthly project newsletter.

Comment Number	Nature of Comment	Comment	Response
488	Construction	10/29/2024 - Web Comment -We are a DBE in Kentucky prequalified with KYTC for civil engineering and land surveying. We are not licensed as a surveyor in Ohio. Will not having an Ohio professional license for survey disqualify us for working on this project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
489	Project Mailing List	10/29/2024 - Web Comment - Thanks for the update	Comment noted.
490	Schedule	10/29/2024 - Web Comment - WANT TO KNOW WHEN THE CONSTRUCTION ON THE BRIDGE BEGINS	Thank you for your interest in the Brent Spence Bridge Corridor Project. Phase III construction from Dixie Highway in Kentucky to Ezzard Charles Drive in Ohio, including the new companion bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025.
491	Project Mailing List	10/31/2024 - Web Comment - I would prefer relevant information about the project. Such as: significant approvals and other milestones, design updates, construction timing updates, traffic impacts during construction, etc. The content the past few episodes has been quite uninteresting and not core to the actual project. Is there another website with this type of information?	Thank you for your comment. It will be shared with our communications team for their consideration in development of future monthly newsletters. The https://brentspencebridgecorridor.com/ website is the official website for the project and we encourage you to continue to follow it for the most current and accurate project information.

Comment Number	Nature of Comment	Comment	Response
492	Historic Resources	10/31/2024 - Web Comment - Are you investigating areas both in Ohio & Kentucky for historical sites that archeologist need to work before destroying?	Thank you for your interest in the Brent Spence Bridge Corridor Project. In accordance with Section 106 of the National Historic Preservation Act of 1966 (Section 106), KYTC and ODOT evaluated archaeological and history/architectural resources (collectively referred to as historic properties) in Kentucky and Ohio for areas that could be affected by the project. The findings of those evaluations are summarized in the revised Supplemental Environmental Assessment (SEA) issued in May 2024. You can view the SEA and supporting historic reports on the project website in the Document Center: https://brentspencebridgecorridor.com/documents/. No known archaeological sites were identified during these investigations, but history/architectural resources were identified. In 2023 a Section 106 Programmatic Agreement (PA) was executed for the project between KYTC, ODOT, the Kentucky and Ohio State Historic Preservation Offices, and the City of Covington to mitigate for adverse effects to historic properties from the project. The PA includes additional archaeological investigations at select locations and the process to follow if historic properties are unexpectedly encountered during construction. As design progresses for the project, additional investigations may be warranted and will be completed in accordance with Section 106 and the executed PA. If you'd like to learn more about the PA, you can read it at: https://brentspencebridgecorridor.com/wp-content/uploads/2024/08/BSBCP-Section-106-Programmatic-Agreement-October-20-2023.pdf
493	Construction	10/31/2024 - Web Comment - I am a civil engineer having worked on heavy civil, highway and pipeline construction projects all over the country including Alaska. Would love to work on this project in some capacity. Live locally in Florence, KY.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
494	Construction	11/01/2024 - Web Comment - Thank you for the updates. I am in the electrical business and we represent Atkore and thirty electrical manufacturers across the USA. Atkore is the largest manufacturer in the world. Pipe PVC rigid HDPE etc. Call me for quotes [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
495	Schedule	11/01/2024 - Web Comment - When will there be visible signs of the start of construction in Kentucky? Or a projected date to start on site work? Thanks!	Thank you for your interest in the Brent Spence Bridge Corridor Project. Construction of the Kentucky portion of the project, including a new bridge, will be delivered during the Phase III construction from Dixie Highway in Kentucky to Ezzard Charles Drive in Ohio. This phase, including a new bridge, will be delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025.
496	Existing BSB	11/01/2024 - Web Comment - Here is something that needs to be addressed right now: Why can't the existing Brent Spence Bridge just be demolished after the new bridge to the west of it is open?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The existing Brent Spence Bridge remains safe and structurally sound. As part of the project, the existing bridge will be rehabilitated and reconfigured to accommodate local traffic only, which will reduce traffic on the structure. By constructing a companion bridge and retaining the existing bridge, local and interstate through traffic can be separated to improve safety, as well as access to the Covington and Cincinnati business districts. As part of this project, enhancements to the existing bridge will include: - Replacement of the bridge decks; - Completion of spot repairs of the steel structure, as needed; and - Restriping of the decks to restore the bridge's originally designed three lanes of travel in each direction with emergency shoulders on each side.

Comment Number	Nature of Comment	Comment	Response
497	Construction Traffic	11/03/2024 - Web Comment - My family is going to Kentucky next week. We were told the bridge connecting Ohio and Kentucky is closed. I can't find the detour route for this. Could you please inform of the detour so we can plan this trip accordingly Thank you [REDACTED]	The bridge that is closed is the I-471/Daniel Carter Beard Bridge, between Cincinnati and Newport, Kentucky; however, the Brent Spence Bridge, which carries I-71 and I-75 across the Ohio River between Cincinnati and Covington, is open to traffic. The closure is posted on OHGO, and additional information is also available at I-471 Fire Media Center | Ohio Department of Transportation.
498	Construction	11/08/2024 - Web Comment - Hello- I am the director of sales at the only extended stay hotel in the Newport and Covington Kentucky area. We are an all suites hotel and all the rooms offer full kitchens and separate living areas. Homewood Suites Newport Cincinnati is schedule to open January 2025 and we would love the opportunity to help make any travel to the area as smooth and comfortable as possible. I would love the opportunity to set up a special travel rate for anyone coming to the area. Thank you for your time and please contact me directly with 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: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.
499	Construction	11/11/2024 - Web Comment - nov 21 i need to go to troy ohio for the night. i am in georgetown ky. plan to go up I 75 to troy ohio. can I use i 75 to get back across the river. If not what do you suggest. thanks [REDACTED]	There are no scheduled construction activities that will require closure of I-75 in Ohio or Kentucky, or closure of the Brent Spence Bridge, so you will be able to use this corridor for your travels to and from Troy on November 21. However, for real-time traffic information on the day of travel, please visit OHGO and GoKY for any unplanned incidents in Ohio and Kentucky, respectively, that could affect your travel plans.

Comment Number	Nature of Comment	Comment	Response
500	Construction	11/11/2024 - Web Comment - When is ground braking ?	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). The project team is refining the schedule for completion, and should have an update in early 2025. I encourage you to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
501	Information Request	11/13/2024 - Web Comment - Good afternoon. I am writing to request an update on the status of the Brent Spence Bridge Corridor project in Cincinnati, Ohio. Since the last public update from the Department of Transportation in May 2024, local residents and stakeholders are eager to learn about any recent developments, key milestones, or changes to the project timeline. Additionally, as a concerned taxpayer, I am seeking transparency on budgetary details, including spending allocations, expenditures to date, and any adjustments in projected costs. Thank you for your time and attention to this request. I look forward to any information you can provide on the progress and financial stewardship of the Brent Spence Bridge Corridor project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Two locations on the project website will have current details on project costs and funding in particular: https://brentspencebridgecorridor.com/about/fact-sheet/ and https://brentspencebridgecorridor.com/funding/. The project is still in the design phase, and schedule details have not yet been determined. Early work is anticipated to start in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025. KYTC and ODOT have committed to providing regular project updates regarding key milestones, upcoming changes, etc. Information will be shared with the public through the project website, social media, e-newsletters, and local media. You can continue to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/ You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
502	Schedule	11/15/2024 - Web Comment - We will this bridge get started ? Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). The project team is refining the schedule for completion, and should have an update in early 2025. You can also sign up to receive the project e-newsletters at: https://brentspencebridgecorridor.com/public-involvement/#footer.

503	Project Footprint Quality of Life	11/17/2024 - Web Comment - What impact will this expansion have on West Side and Covington communities? Highway expansions usually cause great community displacement. What mitigations are in place for displacement of families?	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As detailed in the Revised Supplemental Environmental Assessment (SEA), the project will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, as described in the Revised SEA, all existing local street connections across I-75 are maintained including in West End. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into the project will also support future planned improvements of regional pedestrian and bicycle networks. In Kentucky, the project requires four residential relocations, including one single-family home adjacent to the northbound exit ramp to Kyles Lane and three single-family homes adjacent to Bullock Street in the Lewisburg neighborhood. Two of the residential relocations in the Lewisburg neighborhood are tenant occupied. No residential relocations will occur in Ohio. Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known environmental justice (EJ) populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. As detailed in the EJ analysis prepared for the project, one commercial relocation (a small printing shop) is required in the West End neighborhood. In addition, the footprint has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Based on the design refinements detailed in the EJ analysis, the project will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.

503 (cont.)	Project Footprint Quality of Life *(cont.)*		*(cont.)* The acquisition of property for right-of-way (including residential and business relocations) has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended (Uniform Act). In addition to receiving just compensation for properties acquired to construct the project, displaced property owners and tenants will also receive relocation assistance. Project mitigation efforts will improve community cohesion with increased access and connectivity between communities, improve traffic flow and safety for all modes of travel, improve air quality, abate noise, reduce flooding and storm sewer overflows, improve aesthetics, and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. As a result, the project is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements. You can find the detailed EJ analysis and mitigation requirements here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/01/Environmental-Justice-Analysis-Report-January-2024.pdf You can also view the Revised SEA, which includes all mitigation requirements, here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf Additionally, since issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. An example of one of these innovations is the realization of the street grid concept in downtown Cincinnati. The project will now reconnect downtown Cincinnati with Queensgate, which will improve local accessibility and cohesion. You can learn more about these innovations at: https://brentspencebridgecorridor.com/brent-spence-bridge-corridor-project-team-recommends-innovations-to-reconnect-communities-and-improve-safety/

504	Construction	11/18/2024 - Web Comment - I'VE JUST FOUND OUT ABOUT the NEW BRENT SPENCE BRIDGE so the QUESTION ISSSSSEZ WAS THAT TAKE 5 to GET THE HOLE CINCINNATI OHIO TRANFORM ALONG WITH a NEW CINCINNATI QUEENSGATE VIADUCT BRIDGE & 9 STREETCARS ROUTES WILL TAKE 5 - YEARS or 6 - UEARS to GET IT BUILT	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The Western Hills Viaduct project and the BSB Corridor Project are independent projects, but their limits do overlap. Information specifically on the Western Hills Viaduct Project and its project schedule can be found here: https://www.cincinnati-oh.gov/dote/dote-projects/western-hills-viaduct/. Coordination between the two projects is on-going to develop the construction phasing and schedule. The BSB Corridor Project team is currently refining the schedule for completion of the project, and should have an update in early 2025. The project will be completed in three phases. The first two phases in Ohio (Phase I: Linn Street to Findlay Street; Phase 2: Findlay Street to the Western Hills Viaduct) will be delivered through a traditional Design Bid Build contract. We are currently in the Design Phase of those projects, with anticipated construction initiation in 2029 and 2026, respectively. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including the new companion bridge and improving the street grid between downtown Cincinnati and Queensgate, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). Early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The potential for future streetcar expansion is beyond the scope of this project, and so a schedule for when that could occur or be completed is unknown. However, ODOT continues to coordinate with project partners to ensure all design components of the BSB Corridor Project, including the on-deck components of Ezzard Charles Drive bridge over I-75 in the project limits, are designed and constructed to not preclude potential future streetcar route expansion. You can find further information about these efforts in the Revised Supplemental Environmental Assessment: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf. You can continue to access the most current information about the project, including schedule, on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
505	Information Request	11/21/2024 - Web Comment - Good afternoon! My name is [REDACTED] and I'm an advocacy associate at Fahe, a network of nonprofit housing developers operating throughout Appalachia. I'm doing some research into Build America, Buy America (BABA) regulations and am hoping to be able to compare BABA compliance for a single-family home vs a bridge project. This may be a bit far-fetched, but is there any way I can find out how many discrete components are going into the Brent Spence Bridge project? Or, can someone tell me what BABA compliance would be like for this project? Thank you, and I hope you have a great rest of your week! [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can find project details, including various components of the project, at: https://brentspencebridgecorridor.com/brent-spence-bridge-corridor-project-team-recommends-innovations-to-reconnect-communities-and-improve-safety/. The project is adhering to the Build American, Buy America requirements found in 23 CFR 635.410. For reference on what that looks like for a transportation infrastructure project, you could look at the Ohio Department of Transportation's Buy America Information and Exceptions at the following link: https://www.transportation.ohio.gov/working/construction/construction-admin/resources/buy-america. You may also reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://www.walshkokosing.com/
506	Schedule	11/26/2024 - Web Comment - When will community meetings occur in 2025? Thanks!	Thank you for your interest in the Brent Spence Bridge Corridor Project. Notifications and updates on upcoming meetings in 2025 will be posted on the project website and notifications distributed through the project e-newsletter. The project website is https://brentspencebridgecorridor.com/. We encourage you to sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
507	Project Mailing List	11/27/2024 - Web Comment - Please sign me up for the update newsletter. Thanks, [REDACTED]	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
508	Schedule	11/26/2024 - Email Comment - Why was the overall size cut in half but not the price? Why has it taken 2 yrs and still no construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The current estimated project cost 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. The project will be completed in three phases. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is the majority of the project and is being delivered through a progressive design build (PDB) process. The project team made the decision to move forward with PDB Procurement to offset the uncertainties in today's construction market, including inflation and supply chain pricing and availability. The PDB procurement allows the Owners (Ohio Department of Transportation and the Kentucky Transportation Cabinet) and the Design Build Team (Design Firm and Contractors) to price materials closer to when they actually will be used for construction. In addition, before design could progress and construction be initiated, additional analysis and review was required to comply with the National Environmental Policy Act. This was completed this year, with a Supplemental Environmental Assessment distributed for public review in January 2024 and a Finding of No Significant Impact (FONSI) issued in May 2024. As part of this process, design refinements were incorporated to reduce the project footprint, such as optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building and implementing retaining walls. The project is currently in the Design Phase and the project team is refining the schedule for project completion and should have an update in early 2025. However, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Two additional locations on the project website will have current details on project costs and funding in particular: https://brentspencebridgecorridor.com/about/fact-sheet/and https://brentspencebridgecorridor.com/funding/. I encourage you to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
509	Information Request	12/02/2024 - Web Comment - Good morning, My name is [REDACTED] and I'm on the government relations team at the American Society of Civil Engineers (ASCE). We are in the process of looking for photos to consider for the 2025 Report Card for America's Infrastructure. Released every four years, the Report Card issues a letter grade for various categories of infrastructure, including roads and bridges. The next Report Card is coming out in March 2025. I came across a photo of the Brent Spence Bridge on the Brent Spence Bridge Corridor Project's Flickr page (linked here: https://www.flickr.com/photos/199443339@N08/53273451968/) and thought it might be a good option to consider as "art" for the bridges chapter. We're looking for ways to highlight major bridge projects throughout the country. May I have the Brent Spence Bridge Corridor Project's permission to use this photo (or at least consider it for use)? Please let me know if I can provide any additional information about the Report Card or ASCE's work. Thanks, [REDACTED]	This individual was contacted by a member of the project team.
510	Construction	12/04/2024 - Web Comment - We are TTHawkins Transportation LLC. We offer flatbed services on a small scale. We are DBE and MBE certified. How can we get involved on the project. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may also reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://www.walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
511	Tolling	12/04/2024 - Web Comment - Do you charge a toll to cross your bridge?	Thank you for your interest in the Brent Spence Bridge Corridor Project. Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. This project does not include tolls of any kind.
512	Information Request	12/09/2024 - Web Comment - Can you please tell me the names of the firms providing independent cost estimates to the state transportation agencies? Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Bi-state Management Team selected Stanton Constructability Services, LLC to lead the independent cost estimating with Kelly McNutt Consulting, LLC as a subconsultant. Work began on 8/22/2023. The ICE is working under the direction of the BSBC Project Manager to develop an independent cost estimate for comparison with the Design-Build Team's estimate and the State's estimate created by the Administrator of Contracts & Estimating.
513	Miscellaneous	12/16/2024 - Web Comment - Hi my name is [REDACTED] and I was in a accident on the morning of November 27 2024 at possibly between the hours of 730 to 745 am I was wondering if maybe there was footage taken that morning can u pls contact me a truck driver is saying I hit him and he actually hit me	Customer was notified on 12/16/2024 that traffic camera footage is retained for 72 hours and likely not available for this incident. Follow up response was also sent to confirm ODOT does not have footage.
514	Project Mailing List	12/17/2024 - Web Comment - Keep me posted	This individual was added to the project mailing list.

515	Project Footprint Quality of Life	12/18/2024 - Web Comment - Hello, I was wondering why this project is even taking place? I see that it's noted that more cars use the bridge than what it was designed for but that is what induced demand does. The expanded lanes will likely just fill up again in a few years and then will there be another 3.6 billion dollar project to expand the freeway again? This is a horribly misguided use of funds that could be better spent improving the wellbeing of neighborhoods affected by the initial destruction by the freeway. It could be better spent improving transit connections between the two states for people who actually live there and not just pass through. I know it is likely too late to stop this project but it's not too late to call it out as being a terrible waste.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; and maintain connections to key regional and national transportation corridors. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor system specifically designed to improve traffic flow and accessibility for local traffic. Traffic data for the project was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. The regional travel demand model indicates about 70 percent of the traffic in the BSB corridor has origins and destinations north of the I-71/I-75 split in Kentucky and south of I-275 in Ohio. Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. Indeed, traffic projections show that adding lanes will increase traffic volumes in the BSB 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 BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the OKI regional travel demand model through the year 2050. The BSB Corridor Project will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve. The project team is continually working to implement improvements that have benefits in the community well beyond interstate congestion

Comment Number	Nature of Comment	Comment	Response
515 (cont.)	Project Footprint Quality of Life *(cont.)*		*(cont.)* relief. Overall, as a result of project mitigation efforts, the project is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements. Traffic will access downtown Cincinnati on a lower speed (45 mph) collector-distributor system, and the existing BSB will be returned to three standard lanes with shoulders. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. While the potential for future streetcar expansion is beyond the scope of this project, ODOT continues to coordinate with project partners to ensure all design components of the BSB Corridor Project, including the on-deck components of Ezzard Charles Drive bridge over I-75, are designed and constructed to not preclude potential future streetcar route expansion. For additional details on project improvements and mitigation you can view the Revised Supplemental Environmental Assessment, which includes all mitigation requirements, here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf
516	Noise	12/19/2024 - Web Comment - I-471 northbound Ft. Thomas stretch, we desperately need wall for noise protection. It's ridiculous that during this project of Brent Spence and also the repairs being done on Big Mac due to fire, the traffic flow is deafening. It's going to be worse once the Big Mac bridge is fixed and the southbound lanes open up. All if the traffic flowing on 471 because of these bridge projects and we on the northbound side have "no" barrier! Ive lived here 25 years and have asked for this on occasion, always ignored. But now, the amount of traffic flow that's going to come to 471 with the projects….very unfair to our stretch of ft. Thomas not to get a noise barrier. Plaster walls cracking, noise deafening…..home sales having problems because of noise! HELP please.	Thank you for your interest in the Brent Spence Bridge Corridor (BSBC) Project. In accordance with KYTC's noise policy, noise abatement measures, such as walls, are assessed when a federally funded project adds travel lanes or substantially alters characteristics of a road that would cause a traffic noise impact to residents, such as a change in vertical or horizontal alignment. If a traffic noise impact is identified, then an analysis of the feasibility and reasonableness is conducted and, if feasible and reasonable, residents affected by traffic noise vote on if they want noise abatement. Unfortunately, I-471 northbound is beyond the limits of the BSBC Project and doesn't meet the criteria outlined above; therefore, no traffic noise impact analysis has been conducted for this area.

Comment Number	Nature of Comment	Comment	Response
517	Construction	12/19/2024 - Web Comment - STARTING In 2025 THEY WILL BEGIN by BUILTING a RAIL BRIDGE DOWNTOWN to GET a CROSS the OHIO RIVER INTO the CINCINNATI / NORTHERN KENTUCKY AIRPORT or CVG NOW THAT'S Go's WITH The CINCINNATI metro BRT CINCINNATI SUBWAY of 9-ROUTES and the CINCINNATI NEW QUEENSGATE VIADUCT BRIDGE	Comment noted.
518	Right-of-way	12/20/2024 - Web Comment - My home is one I want to keep, Will I be able At [REDACTED] west 11th in Covington by the church?	Thank you for your interest in the Brent Spence Bridge Corridor (BSBC) Project. The BSBC Project will widen I-71/I-75 near 11th Street in Covington. While there are property impacts on 11th Street adjacent to the interstate, your property at [REDACTED] West 11th Street will not be physically impacted by the project, and no demolition will take place on or adjacent to your property. Mapping on the project website shows the limits of the new interstate and homes that will be relocated (see page 4): https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf
519	Schedule	12/20/2024 - Web Comment - I'm 73 yrs old growing up all these years in Cincy & N. Ky knowing the Brent Spence bridge outgrew its capacity 5-7 years after its 1963 completion. Local, State & Fed governments knew the day would come when the "B S B" had to be replaced or expanded. For about 30 years they've been screwing around fighting over funding and ownership of a BSB project. Fast forward to the present and now you have the earmarked funding just waiting to be spent on this project so what the hell is the holdup?? Quit making excuses for your lack of progress. Before I leave planet earth three things must happen...REDS win a World Series, Bengals win a Super Bowl and the "BSB" replacement becomes reality. The first two goals have a better chance to succeed.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project is still in the design phase, and while an exact date has not yet been determined, early construction work for Phase III, which includes rehabilitation of the existing BSB and construction of the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025. Since issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. KYTC and ODOT have committed to providing regular project updates regarding key milestones, upcoming changes, etc. Information will be shared with the public through the project website, social media, e-newsletters, and local media. You can continue to access the most current information about the project on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/2022-12-06_Corridor-Exhibit.pdf. You can also sign up to receive the project e-newsletters at: https://brentspencebridgecorridor.com/public-involvement/#footer

Comment Number	Nature of Comment	Comment	Response
520	Noise	12/21/2024 - Web Comment - I have a question regarding the sound/visual barriers that will border Fort Wright. Will these be installed prior to road construction (like the ones in Covington) or at the end of the project. thank you	Thank you for your interest in the Brent Spence Bridge Corridor (BSBC) Project. As documented in the May 2024 revised Supplemental Environmental Assessment, a new noise wall in Fort Wright was determined as likely to be constructed based on meeting feasible and reasonable criteria set forth in the Kentucky Transportation Cabinet's (KYTC) Noise Analysis and Abatement Policy. In accordance with this policy, a noise abatement public meeting and survey will be conducted with benefitted receptors in Fort Wright to determine if they want a noise wall. This is planned to occur in the summer of 2025. If the majority of benefitted receptors desire a noise wall, the new wall in Fort Wright would be constructed as part of the BSBC Project in conjunction with the roadway construction. While construction of the overall project is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026, the project team has not yet determined specific dates for construction of the portion of the project in Fort Wright. KYTC has prepared a document that answers common noise-related questions for Kentucky residents, which you can access here: https://transportation.ky.gov/EnvironmentalAnalysis/Environmental%20Resources/Resident%20Traffic%20Noise%20QA%20(003).pdf The completed noise wall you may be referencing in Covington is along Crescent Avenue in the Lewisburg area, west of the interstate. KYTC implemented that noise barrier as a pilot project for transparent noise walls to study considerations such as maintenance requirements. The pilot project is independent of the BSBC Project.
521	Alternatives / Design Details	12/28/2024 - Web Comment - Any chance for an enclosed way across the river?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The design of the new companion bridge is not yet determined. It may be an arch design or a cable-stayed design. The decision about bridge types was made in close coordination with the project Aesthetic Committee, which will continue to have input on the appearance of the new companion bridge throughout the project's design-build phase. An enclosed bridge was not considered. Project design concepts can be found here: https://brentspencebridgecorridor.com/about/project-renderings/

Comment Number	Nature of Comment	Comment	Response
522	Schedule/ Construction	01/13/2025 - Web Comment - I'm currently a member of International Union Of Operating Engineers Local 181 out of Louisville Ky but I live in Harrison Indiana and I was looking to get information on when possibly this project is to begin. I worked for Walsh Co. on the bridge in Madison Indiana and would like to work on this project out of IUOE 18 when it begins. Any information would be helpful. Thank you	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project is still in the design phase, and while an exact date has not yet been determined, early construction work for Phase III, which includes rehabilitation of the existing BSB and construction of the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion, and should have an update in early 2025. As far as potential work opportunities on the project, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/
523	Information Request	01/15/2025 - Web Comment - Hello, I am the public engagement and communications director for MnDOT and am working on the Blatnik Bridge project. The bridge connects Duluth, Minn., and Superior, Wis., and is planned for closure and replacement in 2027-31. Our team has been following the Brent Spencer Bridge project because of the similarities in size, impact, multi-state, etc. One of the things our communications team has been working on is business outreach, specifically on the Wisconsin side. There will be larger impacts on that side of the bridge, and we want the businesses to know we are here to help as much as we are able. Is there someone in your communications or outreach department I could speak with about business outreach you have done, if anyone (or multiple people) would be willing to join us (likely virtually) to talk about outreach and just hear about any lessons learned so far. Thank you, [REDACTED]	This individual was contacted by a member of the project team.

Comment Number	Nature of Comment	Comment	Response
524	Multimodal	01/17/2025 - Web Comment - Hi, I am wondering how this will improve the walkability of Cincinnati. I would like the idea of connecting the city like we have done to the Banks. Similar to the "Bridge Forward Cincinnati" proposals, however their website seems out of date. Thank you. [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. This bicycle and pedestrian infrastructure will improve connectivity in and between the Cincinnati Central Business District Riverfront, Queensgate, and West End neighborhoods. ODOT continues to coordinate closely with the City of Cincinnati on the BSB Corridor project to further the City's goals to create vibrant urban spaces in locations throughout the corridor. Following the issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. This includes the realization of the street grid concept in Downtown Cincinnati, which will reconnect Downtown Cincinnati with Queensgate. You can view a summary of these innovations, including the street grid concept (identified as Innovation 4), in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf ODOT also carefully evaluated the designs offered by the Bridge-Forward Cincinnati Coalition. The project website includes ODOT's detailed response: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.
525	General Support	01/18/2025 - Web Comment - Excellent news for all us	Thank you for your interest in the Brent Spence Bridge Corridor (BSBC) Project. Comment noted.

Comment Number	Nature of Comment	Comment	Response
526	Schedule/ Construction	01/22/2025 - Web Comment - Hi there! This is [REDACTED] with FOX19 NOW. As you know, Trump was inaugurated Monday and has already implemented a bunch of executive orders. One of those executive orders was to repeal the Infrastructure Investment and Jobs Act. With this executive order, would that affect the money Ohio and Kentucky were given for the Brent Spence Corridor Bridge Project? If so, how? If not, how? Let me know when you can!	This individual was contacted by a member of the project team.
527	Schedule/ Construction	01/23/2025 - Web Comment - How does President Trump's Executive Order Unleashing American Energy impact this project if at all? I saw that it pauses or halts multiple infrastructure plans from the previous administration.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is progressing as planned. The Bi-State Management Team will continue to coordinate closely with the Federal Highway Administration on project delivery, including monitoring the recent, as well as any future, executive orders.

528	Noise / Multimodal	02/02/2025 - Web Comment - What are you doing to minimize noise for neighbors and make spaces for pedestrians and bikes? Is that a priority?	Thank you for your interest in the Brent Spence Bridge Corridor (BSBC) Project. While the project's primary needs are to solve transportation problems, the Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (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. Noise impacts and ways to minimize those potential impacts have been considered since the planning stages of the project, and continue through final design. According to KYTC and ODOT policies, when either agency uses federal funding to modify highways, such as adding lanes or vertical/horizontal alterations to the highway that will result in traffic being closer to residences, a "Traffic Noise Impact Analysis" is completed. These studies, conducted during the planning stage, initially determine if there are residences or other sensitive land uses potentially impacted by traffic noise levels. These studies are very thorough and involve extensive computer modeling to determine noise levels at individual residences, *(cont.)* schools, churches, medical facilities etc. Noise studies for the BSBC Project were completed as part of the Supplemental Environmental Assessment (May 2024). Noise walls were found to be warranted in some locations based on KYTC and ODOT's noise policies. Where these walls were recommended, KYTC and ODOT committed to conducting public involvement during the design-build phase with the people who will benefit from the walls. KYTC and ODOT have also 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. While refinements will occur as the project moves into more detailed design, you may view mapping showing the currently proposed noise walls on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2023/12/2023-12-01_Corridor-Exhibit.pdf. In support of the KYTC Complete Streets, Roads, and Highways Policy and the Ohio-Kentucky-Indiana Regional Council of Governments Regional Complete Streets Policy, the project will promote safety for bicyclists and pedestrians. New bicycle lanes and

Comment Number	Nature of Comment	Comment	Response
528 *(cont.)*	Noise / Multimodal *(cont.)*		*(cont.)* shared-use paths incorporated into the project will also support future planned improvements of regional pedestrian and bicycle networks. In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. This bicycle and pedestrian infrastructure will improve connectivity in and between the Cincinnati Central Business District Riverfront, Queensgate, and West End neighborhoods. The proposed improvements will increase the options available to pedestrians and bicyclists in the project area. Preliminary investigations have shown that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75. In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, and West 3rd Street bridges.

Comment Number	Nature of Comment	Comment	Response
529	Schedule/ Construction	02/03/2025 - Web Comment - When will the project start	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). The project team is refining the schedule for completion and should have an update in 2025. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
530	Construction	02/11/2025 - Web Comment - We are a full service cleaning that MBE and WBE certified are their any opportunities available for our company services	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. You can also visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
531	Schedule / Bridge Maintenance	02/13/2025 - Web Comment - When is the groundbreaking scheduled now that the new design has been approved? Also, can you provide an update on the existing bridge maintenance?	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). The project team is refining the schedule for completion and should have an update in 2025. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer. Regarding ongoing bridge maintenance, the Ohio Department of Transportation and Kentucky Transportation Cabinet have longstanding maintenance agreements in place with respect to bridges over the Ohio River, including the existing Brent Spence Bridge.

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532	Miscellaneous	02/14/2025 - Web Comment - Concerned. I have a permit from the city of Covington to install a “public awareness” sign for the Garden of Hope . The location is along Edge cliff road where you have designated for the possibility of a sound barrier wall. This wall would prevent this sign from being visible from the interstate	Thank you for reaching out for information on the Brent Spence Bridge Corridor Project. Based on the noise analysis completed for the project in 2023, noise abatement (a noise wall) was found to be warranted between the interstate and the Garden of Hope. In the map below, it is represented by the tan lines with vertical dashes. The Noise Analysis for the project is currently being updated and the details of the proposed noise wall being further designed and optimized. Once this process is complete, the project team will hold public meetings with the benefitted noise receptors (owners, tenants, users, etc.) along the corridor to confirm that they want the noise walls with information collected via ballots. Our tentative goal is to hold these meetings late this Spring. I encourage you to follow the project through the project website at: https://brentspencebridgecorridor.com Information specific to the KYTC Noise and Abatement Policy can be found here: https://transportation.ky.gov/EnvironmentalAnalysis/Environmental%20Resources/2022%20Revised%20KYTC%20Noise%20Analysis%20and%20Abatement%20Policy%20(7-11-2022)-posted%20-%208-1-2022.pdf
533	Construction	02/20/2025 - Web Comment - Good Morning I'm with a local Ready Mix Concrete Supplier and I'm wanting to know when the materials will go out for bid and would this be on the KY Procurement web site.	Thank you for your interest in the Brent Spence Bridge Corridor Project. As far as potential work opportunities on the project, including advertising for bids, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
534	Construction	02/20/2025 - Web Comment - Rock Solid Solutions is a credible and loyal DBE company based out of Las Vegas. We're a dynamic team specializing in value-driven solutions for success throughout the lifecycle of a project. Proficient in CMAR and ICE strategies and procedures. DBE Certified in 22 different states within the country. Our Services: Planning and Scheduling Cost Control and Estimating Construction Management Constructability Review Audit Services Advisory Services BIM Services Document Control I'd love to answer any questions or provide further details on how we can help your company Thank you, [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
535	Miscellaneous	02/20/2025 - Web Comment - I am buying a new home near the Bridge. Whom would I reach out to for listing my property for possible housing	Thank you for your comment. While we do not have any information regarding property listings, please continue to visit our website for the latest information about the Brent Spence Bridge Corridor Project: https://brentspencebridgecorridor.com/.
536	Construction	02/20/2025 - Web Comment - Interested in supplying this project reinforcing steel. Would love to be in touch and receive any updates on the project.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
537	Project Funding / Schedule	02/21/2025 - Web Comment - How will the federal government ripping and tearing affect the money that has been set aside for the bridge?? I'm worried	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is progressing as planned. The Bi-State Management Team will continue to coordinate closely with the Federal Highway Administration on project delivery, including monitoring the recent, as well as any future, executive orders.
538	Construction	02/26/2025 - Web Comment - I will be at the District 8 Matchmaker/Brent Spence Bridge event. My company is a manufacturer's representative. Would our services be useful to the project? We can source anything!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
539	Schedule	02/27/2025 - Web Comment - When is construction on the bridge replacement going to start. I thought it would've begun by now!	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. Phase III construction from Dixie Highway in Kentucky to Linn Street in Ohio, including a new bridge, is being delivered through a progressive design build (PDB) process with the contractor team at the table with the state agencies (Ohio Department of Transportation and Kentucky Transportation Cabinet). The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
540	Project Mailing List	02/28/2025 - Web Comment - I want to stay connected to the updates on the Brent Spence bridge project.	This individual is subscribed to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
541	Project Mailing List	02/28/2025 - Web Comment - Would like to receive updates as the project moves forward !	This individual was added to the project mailing list.
542	Noise	03/02/2025 - Web Comment - Hello, My name is [REDACTED], I am currently working as the Inspirational Architect for the Garden of Hope in Covington KY. I have been informed that there is discussion regarding a possible sound barrier wall to replace the existing chain link fence running across the top of the hill along Edgecliff Rd which sits right in front of this historical garden. The garden is the location of the replica of Jesus' tomb opened to the public in 1958. I have contributors who have donated funds to erect a "public awareness" sign that would be visible to travels driving along the 71/75 interstate. If the new construction is primarily west of the current Brent Spence Bridge, are there still plans to replace the standing chain link fence with a sound barrier wall? Need update on this so I can move forward on this "public awareness " sign for the Garden of Hope that sits at the top of the hill along Edgecliff Rd.,in Covington, KY. Appreciate any update that will help direct me in making the right decision for a sign that may be visible from the Garden to the interstate. Thank you. [REDACTED] Garden of Hope Inspirational Architect Planting Seeds for Jesus [REDACTED]	Thank you for reaching out for information on the Brent Spence Bridge Corridor Project. Based on the noise analysis completed for the project in 2023, noise abatement (a noise wall) was found to be warranted between the interstate and the Garden of Hope. In the map below, it is represented by the tan lines with vertical dashes. The Noise Analysis for the project is currently being updated and the details of the proposed noise wall being further designed and optimized. Once this process is complete, the project team will hold public meetings with the benefitted noise receptors (owners, tenants, users, etc.) along the corridor to confirm that they want the noise walls with information collected via ballots. Our tentative goal is to hold these meetings late this Spring. I encourage you to follow the project through the project website at: https://brentspencebridgecorridor.com Information specific to the KYTC Noise and Abatement Policy can be found here: https://transportation.ky.gov/EnvironmentalAnalysis/Environmental%20Resources/2022%20Revised%20KYTC%20Noise%20Analysis%20and%20Abatement%20Policy%20(7-11-2022)-posted%20-%208-1-2022.pdf

Comment Number	Nature of Comment	Comment	Response
543	Construction Traffic	03/03/2025 - Web Comment - Interested in staying informed to keep our drivers up to date on delivery routes	Thank you for your interest in the Brent Spence Bridge Corridor Project. You have been added to the project mailing list, which will provide updates on the project. The project website, www.brentspencebridgecorridor.com, will also have current information about road closures and alternate routes once construction starts. The project is still in the design phase, and these details have not yet been determined. The Kentucky Transportation Cabinet and Ohio Department of Transportation have committed to providing regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through the project website, social media, e-newsletters, and local media.

544	Alternatives	03/04/2025 - Web Comment - Good afternoon! I'm an electric power engineer at Duke Energy, so I don't know much about transportation engineering, but a recent trip across Europe really got me interested in transportation/urban design. That being said, I've gotten much more involved with developments in the City of Cincinnati, and I'm very concerned with the current state of the Brent Spence corridor design. There's a video I'd like to share with you and others at ODOT regarding the possible induced demand effects of another bridge: Streetcraft- One of America's Most Hated Bridges is Finally Getting "Fixed": https://youtu.be/_LjWNZ0F6Ac?si=s4ejtAb7w_nl460r I'm glad ODOT has adopted more of the Bridge Forward recommendations, but I think we're missing a really big opportunity to fix the mistakes made in Cincinnati back in the 1960s. I have some design concepts that I did for a LEED/Sustainable Construction class in grad school that I was wondering if I could share and discuss with you. I've already spoken with John Schneider, who helped design the FWW trench and MetroMoves. Again, I'm not a transportation engineer, just a concerned Cincinnatian, so I understand if I'm speaking out of turn here. But I would appreciate your consideration! I have a few other videos that concisely explain some of my concerns as well, I think they might be good for ODOT to see: Streetcraft- The Real Reason You're Sitting in Traffic: https://youtu.be/Mi_R9vVwPNI?si=jJcVupHjibyLlf_p Adam Yates- How the Dutch SOLVED Street Design: https://www.youtube.com/watch?v=L7_O1GSPIWo Not Just Bikes- Stroads are Ugly, Expensive, and Dangerous (and they're everywhere) [ST05]: https://youtu.be/ORzNZUeUHAM?si=tcEsr1ekVWqRT26h	This individual was contacted by a member of the project team.

Comment Number	Nature of Comment	Comment	Response
544 *(cont.)*	Alternatives *(cont.)*	*(cont.)* - Discussion on road types and highway design starting at 9:40:00, mentioning Cincinnati Thank you for your time!	
545	General Support	03/06/2025 - Web Comment - Great news for all us	Thank you for your comment.

Comment Number	Nature of Comment	Comment	Response
546	Construction	03/08/2025 - Web Comment - Hello, I would like to list our property with your company for fully furnished housing and extended stay. We have a total of 144 units to offer The property address is [REDACTED] Chester Rd Cincinnati OH 45246 [REDACTED] On-site Amenities: Fully equipped kitchens, full-size refrigerator, stovetop, microwave, dishwasher, cookware, utensils, separate living area, dining area, sleeping area, work desk with ergonomic chair, complimentary high-speed Wi-Fi throughout the property, flat-screen TV with premium channels, coffee maker, in-room safe, hairdryer, iron and ironing board, climate control (air conditioning & heating), luxury bedding and linens, ample closet space, complimentary grab-and-go breakfast, 24-hour fitness center, seasonal outdoor pool, BBQ grills, outdoor picnic area, on-site laundry facilities, 24-hour business center, meeting and event spaces (if available), pet-friendly accommodations (fees may apply), housekeeping services (frequency adjusted for extended stays), 24-hour front desk service, complimentary parking and more! *(cont.)* Please let me know what I need to do next on my end Thank you!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, such as furnishing housing, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
547	Construction	03/10/2025 - Web Comment - What time is the driver job fair at longworth hall this thursday march 13,2025 ?	This individual was contacted by a member of the project team.

Comment Number	Nature of Comment	Comment	Response
548	Construction	03/13/2025 - Web Comment - Hello, I wanted to introduce myself and explore the opportunity to support the Walsh Kokosing Joint Venture as your travel and meeting partner for the Brent Spence Bridge Corridor Project. I am an independent entrepreneur and have been with HPN Global since 2010, serving as Vice President, Global Accounts. HPN Global is one of the industry's leading meeting and travel procurement firms, and I run my business under its umbrella, providing customized travel and meeting solutions with the flexibility and personal service of an independent business owner. Some of my clients include: - ManpowerGroup - Leidos - CSI With a project of this scale and significance, having a dedicated travel and meeting partner onsite can streamline logistics, optimize costs, and ensure seamless coordination. I'd love the opportunity to discuss how our services can add value to your team. I look forward to the possibility of working together! *(cont.)* Respectfully, [REDACTED] HPN Global [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
549	Construction	03/13/2025 - Web Comment - Good Afternoon, my name is [REDACTED] of Image Voice Productions. I put in a bid for the photography and videography portion of the Brent Spence Bridge Corridor Project, back in December 2024. I wanted to check in and see if there were any updates to the selection process. Thanks in advance for your time. [REDACTED] Sample work: https://www.youtube.com/watch?v=kEQ_6IbDGJU&t=11s	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, including status of bids, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
550	Information Request	03/17/2025 - Web Comment - tommy great work on the bridge and at city club on your presentation i have a client that would like to contact you regarding a speaking engagement in January shes is [REDACTED] please send me your contact data thanks [REDACTED]	A member of the project team contacted this individual.
551	Construction	03/19/2025 - Web Comment - Hi. Is this project still going forward?	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in KY to Linn Street in OH and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. To access the most current information please visit the project website: http://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
552	Construction	03/19/2025 - Web Comment - Good afternoon, I am the leasing agent for [REDACTED] Chester Rd Cincinnati OH we are located in the Sharonville Area and offer fully furnished Studio and 2bedroom town homes. We would love to be on your preferred vendor list or discuss possible options and offers that we would be able to provide for incoming contractors. https://egpay.appfolio.com/listings/detail/1702eedb-87f5-419e-b8fb-11a6c8cbceb0 https://egpay.appfolio.com/listings/detail/1702eedb-87f5-419e-b8fb-11a6c8cbceb0 Attached is our advertisement. Hope to hear back from you	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As far as potential work opportunities on the project, such as furnishing housing, you may reach out directly to the design-build team using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
553	Schedule/ Construction	03/22/2025 - Web Comment - Just wanted to know if the Bridge Project is still on track or if it's been delayed due to Trump's Executive Order?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project is progressing as planned. The Bi-State Management Team will continue to coordinate closely with the Federal Highway Administration on project delivery, including monitoring the recent, as well as any future, executive orders. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
554	Schedule	04/01/2025 - Email Comment - Just checking to see if the bridge project is still going forward. With all the spending cuts, wondering if this project is affected. Thanks, [REDACTED]	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. The project is progressing as planned. While an exact date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. To access the most current information please visit the project website: http://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
555	Construction	03/29/2025 - Web Comment - Some of us have been wondering how many bridges will be constructed on the corridor project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The entire Corridor Project will construct 64 bridges, including the companion bridge and existing Brent Spence Bridge.
556	Construction	03/31/2025 - Web Comment - According to current plans, how much new land will be freed up for development at th 5th st intersection on the Ohio side? Is that amount set in stone or are there ongoing discussions about this? Is the total still in flux? Im a property owner on the westernmost block of 5th st. TY	Thank you for your interest in the Brent Spence Bridge Corridor Project. Based on the Build Innovations in Ohio, the project will open approximately 11 acres of land for potential redevelopment and/or public use by improving the street grid and condensing the interchange footprint in downtown Cincinnati between W 3rd Street and W 6th Street. This is an increase of approximately one acre since the issuance of the Finding of No Significant Impact in May 2024. While design is still in progress, the acreage of potential developable land is not expected to decrease. To view these innovations, see the Ohio Innovations shown in the following Project Advisory Meeting Summary: https://brentspencebridgecorridor.com/wp-content/uploads/2024/06/2024-05-31_PAC-Meeting-Summary-Final.pdf. To access the most current information please visit the project website: http://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
557	Construction	03/31/2025 - Web Comment - Hello, I heard that you guys went through Elite Welding Academy a little while ago. I graduated on the 6th of March and I was wondering how to get on the project. It sounds like a great opportunity and something I would love. I am just wondering how I could apply to work on the bridge! Thank you for your time!	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
558	Schedule	04/01/2025 - Web Comment - Have you decided on a start date for this project? I have been receiving email updates for well over a year and it seems you are still just advertising and justifying the reason the new bridge is needed. I am curious when the actual building will start and I have not seen a start date mentioned.	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. While an exact date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.
559	Miscellaneous	04/01/2025 - Web Comment - City of Cincinnati Engineer working with [REDACTED] on this project	Comment noted.
560	Construction	04/01/2025 - Web Comment - Hi Team, My name is [REDACTED], and I'm the Operations Manager at Brewster Hauling. We recently saw your update regarding trucking support for the Brent Spence Bridge Corridor Project and wanted to express our interest in getting involved. We'd appreciate the opportunity to connect with the appropriate project manager or logistics lead to learn more about the hauling needs and discuss how Brewster Hauling can support the project. Please let us know the best way to get connected. Thank you, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
561	Miscellaneous	04/02/2025 - Web Comment - Thank you for inf	Comment noted.
562	Construction	04/02/2025 - Web Comment - My name is [REDACTED] and I have been in the engineering profession for 25 plus years. My company is Austell A Engineering and we have DBE, MBE and also Veteran certifications in all 50 states. I'm looking to subcontract on any project that your company is working on in any city or state we love what we do, and I can assure you that we will meet any deadlines, please take a look at some of our previous projects from around the world and let me know if we can be of service to you. When President Biden passed the infrastructure bill, primes now have to have a 25% DBE participation on projects, so if there are any projects in any city or state that needs DBE certification, please use our certification to get those projects, thanks for taking the time to check out our qualifications.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
563	Construction	04/06/2025 - Web Comment - LaborMAX has many qualified candidates looking for work in general labor, construction, electrical, and restoration. How can we help fill in the gaps needed for this project? [REDACTED] Branch Manager LaborMAX - Newport	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/ You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
564	Project Footprint Information Request	04/08/2025 - Web Comment - SAY I OWN KERRY COLLISION ON 12TH AND POIKE IN KY HOW SDO I FIND CURRENT MAPOS AS IT AFFECTS THE PROPERTY	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project. All parcels impacted by the project are being addressed as part of the official Right of Way phase. To ensure that property owners have the most current information, project details (including mapping and impacts) are being communicated through the right of way agent to the representative of the impacted parcel
565	Construction	04/09/2025 - Web Comment - I work for Buckeye Power Sales. We are a construction equipment dealer in West Chester Ohio. We offer sales and rental equipment. I was hoping to get in contact with someone I can get my information to for any future needs we might be able to help you all with. I appreciate your time with this. Thank you. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
566	Construction	04/15/2025 - Web Comment - Good morning, My name is [REDACTED] and I own Sunshine Underbridge Equipment Rentals & Service LLC and we supply underbridge access equipment throughout the entire US. Please check my website at sunshineunderbridge.com for specs on all of our equipment and feel free to reach out to us at any time for a no obligation quote. Thank you for your time and I look forward to hearing from you. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
567	Information Request	04/16/2025 - Web Comment - Notice about online meeting registration requirement, how to register is not clear on the website [REDACTED]	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project. I received your comment regarding the online Noise Abatement Meeting but need some additional clarification. Please feel free to reach out to me using this email address (stacee.hans@ky.gov) or the number below so that I can better understand your question in order to assist you.
568	Construction	04/17/2025 - Web Comment - Good afternoon, I'm a local provider of material handling products for the rigging industry, I would like to find out more about partnering up to help support this project in all the heavy lifting needs. I currently work with McGraw Kokosing as well, [REDACTED] has been one of my primary contacts over the years. Please reach out to me to let me know how to go about setting up a meeting or contacting someone to do so, I look forward to hearing back from you. [REDACTED] Commercial Group Lifting Products 11312 Tamarco Dr Blue Ash, OH 45242 [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
569	Construction	04/19/2025 - Web Comment - I'm the owner of Austell A Engineering. My company is currently certified as a DBE in all 50 states, we also MBE and Veterans Certifications. I'm looking to subcontract on any projects that your company is working on in any city or state, we love what we do & I can assure you that we will meet any deadline, please take a look at some of our previous projects & let me know if we can be of service to you, When President Biden passed the infrastructure bill, primes now have to have a 25% DBE participation on projects so if there is a project in any city or state that needs DBE certification please use our certifications to get those projects, thanks for taking the time to check out our qualifications.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
570	Construction	4/19/2025 - Web Comment - I'm a laborer out of local 189 and interested in helping with this project [REDACTED] s my phone number and can also contact me by email at [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
571	Schedule	04/20/2025 - Web Comment - This project has been crickets for eight months. Two types of the bridge design were shown nearly a year ago. Yet apparently the choice between them still hasn't been made. And "still" is appropriate for a bridge that has been touted to be open in 2029. You need to be open - design choice status - and honest - how it will be open in 2029 - with everyone. Save any apologies or deflections. Thanks.	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. While an exact start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.
572	Information Request	04/21/2025 - Web Comment - Hi BSBC Team, I'm [REDACTED]. I want to connect and meet up with Ms. Stacey Hans. Please forward my contact information to her to connect with me via phone, email or using my calendar. [REDACTED]	Contact was made with this individual.

Comment Number	Nature of Comment	Comment	Response
573	Noise Construction	04/22/2025 - Web Comment - Hello - I own 2 properties on Philadelphia in Covington. Both were built in mid 1800s and have rubble stone foundations. I understand you have performed a noise study but am curious about a study to evaluate the impact of the construction on the neighborhood. I am concerned that the vibrations caused by the construction project will shift my foundations and create a serious structural issue for my properties. Please comment on this concern.	Thank you for your interest in the Brent Spence Bridge Corridor Project, specifically potential project impacts to your properties along Philadelphia Avenue in Covington. The contract for the project establishes the procedures that must be followed to mitigate impacts to adjacent structures and infrastructure that may be susceptible to vibrations resulting from work associated with the project. The contractor will be required to determine the overall area and specific buildings, structures, etc. that may be impacted by varying extents of work-related vibration. Prior to beginning any work that produces perceptible ground vibrations, the contractor will perform a pre-construction inspection and survey of the existing condition of all structures and properties within the impacted area. These inspections will require photographic and video documentation of any existing damage, leaks, and cracks on those properties. Impacted property owners will be notified at least three weeks prior to the inspection. Similarly, a post-construction condition survey will also be performed for the same area to determine what, if any, damages were incurred as a result of vibrations associated with the project. The contractor will be required to repair any damages found in the post-construction inspection that were not in the pre-construction inspection, as long as those damages are determined to be a result of work-related vibrations. Should your properties fall within these identified criteria as an adjacent structure, you will be contacted prior to the start of any construction work in the area.
574	Schedule	04/25/2025 - Web Comment - Can you tell me when this project will start construction? Is there a construction timeline that includes all the projects.	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. While an exact start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.

Comment Number	Nature of Comment	Comment	Response
575	Project Mailing List	04/30/2025 - Web Comment - I would like to have updates on the Brent Spence bridge project I live in covington ky thank you	This individual was added to the project mailing list.

576	Transit/Alternatives	05/01/2025 - Web Comment - Good afternoon, I recently had a conversation with Tommy Arnold over email about the current Brent Spence design, which he was gracious enough to speak with me about. I shared some thoughts/rough designs that could minimize the impact of the highway-- I really think we're missing an opportunity to fix the "Urban Renewal" mistakes we made in the 1960s and start investing in multimodal transit again. I believe rapid rail transit (as proposed in OKI's 2002 MetroMoves plan) might be a better investment. There's a video that summarizes my concerns that I'd like ODOT to take a look at, if you don't mind. I appreciate your time and effort: https://youtu.be/_LjWNZ0F6Ac?si=wuyGQ47mGXAx4bXr I'm not a traffic engineer, just a concerned Cincinnatian who has traveled to Europe and seen some really special cities. We need to do more to address the car-centric design choices we made after WW2 and start rebuilding a more traditional, livable city (especially as commercial buildings downtown are being converted into housing). I'd advise ODOT to look at the Netherlands and how the Dutch design transportation! Two thoughts I had that I wanted to discuss with ODOT: 1. Using a non-commercial vehicle toll on the bridge during peak congestion times (or vice-versa, a commercial toll to incentivize heavy shipping to take I-275). For local traffic separation, could a traffic circle be added to access the Clay Wade Bailey bridge? 2. Simplifying the entire design and reclaiming downtown by removing the I-71 merge. I tried using ODOT's online traffic count map to test this but couldn't quite figure out the software. My thought is that I-71 could merge with I-75 earlier through the Norwood Parkway. The southbound track heading to downtown could be converted into streets with mixed-use housing, the median could be used for light rail as proposed for MetroMoves, and northbound could be reused as a 2-way boulevard for local traffic separation. I shared a report about these concepts with Tommy Arnold, but I would love to hear your thoughts! I'd be happy to produce more professional drawings for these designs.	Thank you for your continued interest in the Brent Spence Bridge (BSB) Corridor Project While transit improvements are beyond the scope of the BSB Corridor Project, ODOT continues to coordinate with project partners to ensure all design components of the project, including the on-deck components of Ezzard Charles Drive bridge over I-75, are designed and constructed to not preclude potential future transit route opportunities, improvements, and expansion. Additionally, the project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday, and will not preclude future accommodation of bus service along the corridor's shoulder. With regard to tolling, tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. Therefore, no tolling is included in the project. Within the current scope of the project, there are also no plans to incorporate a traffic circle for access to the Clay Wade Bailey Bridge. Local traffic separation will be accomplished as part of the new collector-distributor (C-D) system, with the existing BSB carrying local traffic. The C-D system will improve traffic flow and accessibility for local traffic. ODOT also continues to coordinate closely with the City of Cincinnati on the project to further the City's goals to create vibrant urban spaces in locations throughout the corridor. Following the issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. This includes condensing the footprint of the interstate system and the realization of the street grid concept in Downtown Cincinnati, which will reconnect Downtown Cincinnati with Queensgate. You can view a summary of these innovations, in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf.

Comment Number	Nature of Comment	Comment	Response
576 *(cont.)*	Transit/Alternatives *(cont.)*	*(cont.)* I really think we can do more to put this city on a better path. I love Cincinnati, but if we keep heading down the car-dependent path, I and many people in my generation are likely going to plant roots elsewhere. I'm reminded of a quote often attributed to Mark Twain: "When the end of the world comes, I want to be in Cincinnati because it's always 20 years behind the times." We've had amazing transit and urban density before, so I know we can do it again. I'm fearful that the current design will stunt the possibility of that future. Thank you for your time and consideration, and all that you do for the region. All the best, [REDACTED] Duke Energy OH/KY [REDACTED]	
577	Traffic	05/04/2025 - Web Comment - Is the brent spence bridge open for south traffic	Thank you for your interest in the Brent Spence Bridge Corridor Project. Currently, the Brent Spence Bridge remains open to southbound traffic, with no active construction taking place on the bridge itself. While an exact construction start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.

Comment Number	Nature of Comment	Comment	Response
578	Information Request	05/05/2025 - Web Comment - This message is for Tom Arnold who I believe did a presentation for us (OLLI - Osher Lifelong Learning Inst.) in the fall of 2023. I am contacting him to see if he is ready to do an update program in fall of 2025. Please reply as soon as possible. Thanks.	A member of the project team contacted this individual.
579	Schedule	05/05/2025 - Web Comment - I'm glad to see there has been progress made and concepts developed. All we need now is a timeline and how the bridge will be paid for.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. While an exact start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. The current total project cost estimate includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor. The cost of the companion bridge will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge. In December 2022, KYTC and ODOT received $1.635 billion in federal funding grants under programs created by the Bipartisan *(cont.)* Infrastructure Law. The Kentucky General Assembly passed, and Governor Beshear signed, a budget bill that included funding to fulfill state match requirements for large projects. Ohio is using a combination of other federal funding and state funding from the motor fuel tax and bonding. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.

Comment Number	Nature of Comment	Comment	Response
580	Schedule	05/06/2025 - Web Comment - When are you going to do this project? It's always next year. Hell you did a study early this decade and it expired. Every president has came through and said it would get fixed. I watched the Jeremiah Morrow be built every day. 10 years. If you keep waiting someone will get killed. You can say the Brent Spence is sound but for years I heard from anyone speaking about it that it wasn't. Is there any urgency? If the current bridge is sound as you say, why even pay for a new bridge? It doesn't make sense. What I know it will take a long time. I'm guessing by 2040 or 2050.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. While an exact start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. The purpose and need of the BSB Corridor Project is to improve traffic flow and level of service, improve safety, improve geometric deficiencies, and maintain connections to key regional and national transportation corridors. As part of the alternative selected in the Finding of No Significant Impact (issued May 2024), both the rehabilitation of the existing BSB and the construction of a new companion bridge support meeting the project purpose and need. You are correct that the existing BSB remains safe and is structurally sound. However, the existing BSB will be rehabilitated and repurposed to carry local traffic as part of a collector-distributor system while the new companion bridge will carry both I-75 and I-71 across the Ohio River. These improvements will help separate local and interstate traffic, improving safety and efficiency throughout the corridor. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.
581	Construction	05/07/2025 - Web Comment - DBE, MBE certified freight carrier looking to subcontract	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
582	Project Mailing List	05/08/2025 - Web Comment - bridge updates please	This individual was added to the project mailing list.
583	Noise	05/10/2025 Web Comment - Has the votes on the sound wall been added up yet for the Ky side.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The voting period remained open for 30 days following the issuance of the notification letter to residents, closing on May 5, 2025, for the Kentucky Southern Section and on May 9, 2025, for the Kentucky Northern Section. All submitted ballots have been counted and incorporated into their respective Noise Reports.
584	Information Request	05/14/2025 Web Comment - I'm interested in writing a feature story (to be published in Construction Equipment Guide) regarding work on the companion bridge. Not sure which agency (agencies) to reach out to . Can you please advise?	A member of the project team contacted this individual.
585	Information Request	05/23/2025 - Web Comment - My name is [REDACTED], and I'm on the marketing team for the Central Midwest Carpenters Union. Later this year is the United Brotherhood of Carpenters's general convention, and we are looking for footage from some of our upcoming projects. Would we be able to use/access the drone footage as well as the render footage on your webpage for the convention? I'm happy to provide additional details if you need them! Thank you!	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
586	Miscellaneous	05/25/2025 - Web Comment - Who is going to decide to name the new Bridge? I would like to nominate it to be called "The Spirit of Construction" after the local association for the contractors who have built our building and Bridges through out the tristate area.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your thoughtful suggestion that recognizes the contributions of the local construction community. At this time, the formal process for officially naming the new bi-state companion bridge has not yet been established. We encourage you to stay engaged with the Brent Spence Bridge Corridor Project for updates which can be found on the project website: https://brentspencebridgecorridor.com/.
587	Construction	05/28/2025 - Web Comment - My company wants to subcontract on the project, please inform us what steps we have to take?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
588	Project Footprint	05/30/2025 - Web Comment - Any drawings specifically where it will go, start and stop?	Thank you for your interest in the Brent Spence Bridge Corridor Project. While the final design is still being developed, the Project Corridor Map from the 2024 revised Supplemental Environmental Assessment (SEA) is available on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2023/12/2023-12-01_Corridor-Exhibit.pdf. This map provides a helpful overview of where the project starts and stops, which encompasses approximately 7.8 miles of I-71 and I-75 from just south of Dixie Highway in Kentucky to just north of the Western Hills Viaduct in Ohio. These begin and end points have not changed since the revised SEA (2024).

589	Noise	05/30/2025 - Web Comment - My major concern is how you will address noise pollution. There are a number of neighborhoods which will be negatively affected. I live in Park Hills and the removal of trees and the amount of increased traffic planned could be devastating for our community and our immediate neighbors. Our property values may significantly decline and our quality of life decreased. Could you explain how you will prevent or greatly reduce noise pollution caused by the expansion.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. In accordance with the Kentucky Transportation Cabinet's (KYTC) Noise and Abatement Policy (August 2022), noise abatement measures, such as walls, are assessed when a federally funded project adds travel lanes or substantially alters characteristics of a road that would cause a traffic noise impact to residents, such as a change in vertical or horizontal alignment. If a traffic noise impact is identified, then an analysis of the feasibility and reasonableness is conducted and, if feasible and reasonable, residents affected by traffic noise vote on if they want noise abatement. Consistent with this policy, a noise analysis was originally completed for the BSB Corridor Project as part of the revised Supplemental Environmental Assessment (SEA) issued in May 2024. As documented in the revised SEA, noise impacts were identified in noise sensitive areas within Park Hills and a noise barrier (referred to as B23) was determined feasible and reasonable in Park Hills along Southbound I-71/I-75 from north of St. Joseph Lane to Kyles Lane. The results of the noise analysis can be found in the revised SEA (May 2024), here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf. Since that time, the progression of detailed design warranted a re-assessment of noise impacts and abatement measures. The project team also made minor adjustments to the noise barrier length, height, and location in Park Hills. The recent analysis concluded a noise barrier within Park Hills is still feasible and reasonable. On April 4, 2025, KYTC mailed a survey to benefited property owners and residences. This survey afforded benefited owners and residents an opportunity to express if they were in favor of barrier construction and, if so, the aesthetic treatments they preferred. A virtual outreach meeting with these benefited receptors was held on April 14, 2025, and an in-person open house was held on April 29, 2025. At the close of the 30-day survey period, no responses were received for the proposed noise barrier in Park Hills (B23). Per KYTC's Noise and Abatement Policy (August 2022), these results will be used to inform the construction of the proposed barrier.

Comment Number	Nature of Comment	Comment	Response
589 *(cont.)*	Noise *(cont.)*		*(cont.)* KYTC has prepared a document that answers common noise-related questions for Kentucky residents, such as definitions for "benefited," "feasibility," and "reasonableness." You can access that document here: https://transportation.ky.gov/EnvironmentalAnalysis/Environmental%20Resources/Resident%20Traffic%20Noise%20QA%20(003).pdf.
590	Alternatives	05/30/2025 - Web Comment - Can we PLEASE have a carpool only lane on this new bridge and a way to keep trucks OUT from slowing traffic as they approach the steep hill into Kentucky?! They slow traffic down to near stops at times and police do nothing about it! Unfortunately we have a daily commute into KY and I am ready to rip out my hair!	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you noted, the existing BSB functions as a bottleneck during peak periods. Additionally, violation of the existing truck ban on southbound I-71/75 in Kentucky is an enforcement issue and outside of the control of the Kentucky Transportation Cabinet. A carpool lane, also known as a high occupancy vehicle lane, is not proposed as part of this project on either the existing BSB or the new companion bridge. However, the BSB Corridor Project incorporates a collector-distributor (C-D) system specifically designed to improve traffic flow and accessibility for local traffic. By separating through (interstate) and local (destination to/from Covington or Cincinnati) traffic with the C-D system and keeping them separate for longer distances, vehicular safety is improved by reducing weaving movements and the risk of crashes. The project will also address *(cont.)* other design deficiencies, such as substandard shoulders, to improve safety, including returning the existing BSB to three standard lanes with shoulders. I encourage you to stay engaged with the Brent Spence Bridge Corridor Project for updates which can be found on the project website: https://brentspencebridgecorridor.com/.

Comment Number	Nature of Comment	Comment	Response
591	Alternatives	05/30/2025 - Web Comment - Can we PLEASE have a carpool only lane on this new bridge and a way to keep trucks OUT from slowing traffic as they approach the steep hill into Kentucky?! They slow traffic down to near stops at times and police do nothing about it! Unfortunately we have a daily commute into KY so I experience this disrespect daily. Our friends in KY refuse to visit because the bridge traffic is so awful. Also, there is NO shoulder so when an accident does happen, it stops traffic completely because everyone “has” to look and drive around because there isn’t another option!	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you noted, the existing BSB functions as a bottleneck during peak periods. Additionally, violation of the existing truck ban on southbound I-71/75 in Kentucky is an enforcement issue and outside of the control of the Kentucky Transportation Cabinet. A carpool lane, also known as a high occupancy vehicle lane, is not proposed as part of this project on either the existing BSB or the new companion bridge. However, the BSB Corridor Project incorporates a collector-distributor (C-D) system specifically designed to improve traffic flow and accessibility for local traffic. By separating through (interstate) and local (destination to/from Covington or Cincinnati) traffic with the C-D system and keeping them separate for longer distances, vehicular safety is improved by reducing weaving movements and the risk of crashes. The project will also address other design deficiencies, such as substandard shoulders, to improve safety, including returning the existing BSB to three standard lanes with shoulders. I encourage you to stay engaged with the Brent Spence Bridge Corridor Project for updates which can be found on the project website: https://brentspencebridgecorridor.com/.
592	Miscellaneous	05/31/2025 - Web Comment - The Coalition for Transit and Sustainable Development of Greater Cincinnati filed a lawsuit last year to have the Environmental Assessment vacated and force the KYTC, ODOT, and FHWA to submit a full Environmental Impact Statement study. Has the Federal court scheduled a hearing or place an injunction to pause construction until the hearing is conducted?	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project continues to move forward. Litigation filings are available on the court’s docket. The Kentucky Transportation Cabinet and Ohio Department of Transportation cannot comment on pending litigation.

593	Alternatives	06/01/2025 - Web Comment - Hi, I'm a fellow resident around the area of Cincinnati in the suburb of Mason, Ohio. I would like to urge officials to prioritize reconnecting neighborhoods and building mixed use zones instead of widening existing highway systems. Though I understand why the highway system needs to be increased for capacity ask yourself when has increasing the highway system ever aided traffic? The most recent example of Katy, Texas shows that going from an 8 to a 26 lane highway system has actually increased traffic time. Instead of trying to decrease traffic time, why not only aim to increase safety in the area instead. Having to drive at lower speed limits and requiring less maneuvers for drivers is the first step. Additionally, much of the reason why I don't visit downtown anymore is because of the weaving landscape of highways that run through the city. It destroys how the city looks and feels. I want Cincinnati to be a place where I can hang out with friends and family often. It's in a beautiful location with the riverfront view and splendid parks. Make the city interactive with the visitors and current residents. Don't block off crucial sections of the city by increasing this highway! I hope one day I can bring my future kids to Cincinnati to show how great it's become! Thanks for reading!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor system specifically designed to improve traffic flow and accessibility for local traffic. Traffic data for the project was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Indeed, traffic projections show that adding lanes will increase traffic volumes in the BSB 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 BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the OKI regional travel demand model through the year 2050. The BSB Corridor Project will also improve vehicular safety by including measures to reduce congestion-related crashes. The collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety. In addition, the existing BSB will be returned to three standard lanes with shoulders. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will also be in accordance with City of Cincinnati design standards. While the project's primary needs are to solve transportation problems, the Ohio Department of Transportation (ODOT) has also pursued other quality of life goals in the project's development. To

Comment Number	Nature of Comment	Comment	Response
593 *(cont.)*	Alternatives *(cont.)*		*(cont.)* that end, ODOT has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, improve water quality by separating storm water from the sanitary system, balance regional and local traffic needs, and reduce community impacts throughout the project's development. The project team is continually working to implement improvements that have benefits in the community well beyond interstate congestion relief. Overall, as a result of project mitigation efforts, the project is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements and multimodal facilities. For additional details on project improvements and mitigation you can view the revised Supplemental Environmental Assessment (May 2024), which includes all mitigation requirements, here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf. Lastly, since issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. Based on the Build Innovations in Ohio, the project will open approximately 11 acres of land for potential redevelopment and/or public use by improving the street grid and condensing the interchange footprint in downtown Cincinnati between W 3rd Street and W 6th Street. The realization of the street grid concept in downtown Cincinnati will now reconnect downtown Cincinnati with Queensgate, which will improve local accessibility and cohesion. You can view a summary of these innovations in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf.

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594	Miscellaneous	06/03/2025 - Web Comment - I look forward to hearing from u guys.	This individual was added to the project mailing list.
595	Construction	06/04/2025 - Web Comment - My name is [REDACTED], and I'm with Herc Rentals here in the Cincinnati/Northern Kentucky area. I wanted to reach out and introduce myself as your local contact for any rental equipment needs on the Brent Spence Bridge project. We'd love the opportunity to support your team and help keep things running smoothly with reliable service and competitive rates. Please feel free to reach out anytime if there's anything we can assist with. Looking forward to the opportunity to work together. Best regards, [REDACTED] Territory Sales Representative Herc Rentals [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
596	Schedule Traffic	06/08/2025 - Web Comment - When will the bridge close, and when will it reopen to traffic going I-75?	Thank you for your interest in the Brent Spence Bridge Corridor Project. While an exact start date has not yet been determined, early construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, is anticipated to begin in 2025 with more significant construction activities beginning late in 2025 and early in 2026. During project construction, the project team 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. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/.

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597	Construction	06/10/2025 - Web Comment - My name is [REDACTED]. My husband and I own Dwyer Trucking LLC. We've attended one of the meetings and wanted to formally express our interest in being involved in the Brent Spence project in any capacity needed. We currently operate a small but highly reliable fleet of 6 trucks and have worked with Kokosing over the past few years with a strong track record of success. They can personally vouch for the quality of our equipment and the professionalism of our drivers. We pride ourselves on running top-tier trucks and hiring excellent operators who perform their work with integrity and a strong focus on safety. We're eager to be involved from the very beginning and are committed to delivering exceptional service on this project. Please keep us in mind for any opportunities as work ramps up—we're ready and excited to help push this project forward.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
598	Information Request	06/19/2025 - Web Comment - Hello, I"m writing to ask direction for who I can contact regarding work to be done on I 75 N in the Ft. Mitchell area. I have a client who bought a home on Ashton (right by Beechwood School). She received a notice about something to do with work but she can't identify what it is they are doing...and the link she sent me brought me to this website. I know this is a vague request, so if you can let me know who I can call, perhaps I can then fill her in. I think it's a concern as the back of her yard is right against the interstate below. Thank you! [REDACTED] Huff Realty [REDACTED]	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
599	Construction	06/17/2025 - Web Comment - Looking to get on the list of plans to be a subcontractor.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
600	Construction	06/17/2025 - Web Comment - Hi, I am looking for job opportunities/contract opportunities for communications and marketing needs. Can you direct me to the correct site?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
601	Alternatives	6/30/2025 - Web Comment - From the drawings, it seems that there will still be no connections from EB Route 50 to NB I75 and from SB I75 to WB Route 50. Am I seeing this correctly? I am not thrilled with the current Freeman avenue routes for these connections.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Following the issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. These design refinements do not include direct access freeway ramps from eastbound US-50 to northbound I-75 or southbound I-75 to westbound US-50. However, access from eastbound US-50 to northbound I-75 has been improved through a new route utilizing West 5th Street, the northbound arterial, and the I-75 entrance ramp located beneath West 9th Street. For southbound I-75 to westbound US-50, there are no new access changes; traffic will continue to use the existing Freeman Avenue route. A more detailed view of these connections is available in the project's virtual tour room on the project website: https://brentspencebridgecorridor.com/. You can also view a summary of the innovation concepts in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf.
602	General Support	7/1/2025 - Web Comment - I support the proposal to cap I-75 north of the "spaghetti" in order to reconnect the west end & add some greenspace with walkability. A bunch of buzzwords, I know, but be honest. Developers would eat that up even with limited tax incentives, nothing near what they got to develop OTR. Well worth the investment	Thank you for your interest in the Brent Spence Bridge Corridor Project. Comment noted.

Comment Number	Nature of Comment	Comment	Response
603	Alternatives	7/1/2025 - Web Comment - was any consideration given to routing I-71 traffic off the new bridge and put onto the I-471 bridge, easing the traffic on Fort Washington way? This would free up all those lanes merging onto and off the Old Brent spence bridge and those needed to merge onto and off the New bridge. Thats about it	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. Traffic data for the project was developed using the Ohio-Kentucky-Indiana Regional Council of Governments regional travel-demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. Diverting traffic away from I-71/I-75 would place additional vehicles on other routes, likely increasing pressure on I-275, I-471, and local roads, as traffic would seek alternative routes, exacerbating congestion on those routes while failing to accommodate local traffic needs.

Comment Number	Nature of Comment	Comment	Response
604	Alternatives	7/1/2025 - Web Comment - Been traveling this section from I-74 to I-275 in Kentucky for over 25 years. I have lived in the area for 58. I have also traveled many places within the United Staes and abroad in other countries. The bridge should be the first focus as it is dilapidated. The next issue that should be addressed is installing express lanes from I-275 in Kentucky to I-74 and state route 562 on I-71 in both directions using dedicated lanes or timed gates to alleviate rush hour congestion. All of the overpasses and on/off ramps are just bonus items and wasted spending.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The existing Brent Spence Bridge is structurally sound and safe for continued use; however, it is being rehabilitated to restore its original configuration of three lanes in each direction with full shoulders. Regarding express or managed lanes, tolling on the I-71/I-75 corridor in Kentucky is not permitted; therefore, no tolling is included in the project. However, the project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor system, featuring on and off ramps, specifically designed to improve traffic flow and accessibility for local traffic in addition to through traffic.

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605	Webpage Longworth Hall	7/1/2025 - Web Comment - Just wanted to give you some positive feedback on the new design and the interactive page where you can choose the various fly overs and still shots of what the finished project will look like. Overall great job on the design and renderings, I like the roundabouts used on Kyle's lane and Dixie hwy and I hope your landscaped areas that are shown in the renderings come to fruition. Specifically around the entrances and exits to 75 and around the overpasses and roundabouts on Kyle's and Dixie hwy. On another note as work begins on the dismantling of 200' of Longwirth Hall there is a sign on the part of the building as you cross into Ohio that says B&O Railroad, I hope this sign or rather the letters are saved and either put into the American sign museum in Camp Washington, reused on the other end of Longworth Hall, or given to the museum in Union Terminal. I saw where the bricks from Longworth Hall were going to be given to non profits, will you disclose later exactly where the bricks went for those of us that may be interested in purchasing some? Thank you for time [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your feedback on the new project webpage. The Baltimore & Ohio Railroad Freight Station & Storage Warehouse sign and other signage that is not damaged or compromised during demolition is being salvaged and stored within the remaining portion of the building, per the owner's request. While final decisions about their future placement haven't been confirmed yet, your suggestions, such as the American Sign Museum, Cincinnati Union Terminal, or reuse on the remaining structure, are noted. Regarding the structure's bricks, aside from the 16,500 interior and 55,000 exterior bricks already designated for reconstruction efforts, all other undamaged bricks are being retained for coordination with the Cincinnati Preservation Association. Reuse of the materials was agreed upon following consultation with the State Historic Preservation Office, the Cincinnati Preservation Association, and other consulting parties.
606	Construction	7/2/2025 - Web Comment - Looking to find out the onsite off address to the Kokosing/Walsh JV team nearby the Brent Spence Bridge	Thank you for your interest in the Brent Spence Bridge Corridor Project. For additional details for their on-site office, you may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/.

Comment Number	Nature of Comment	Comment	Response
607	Traffic	7/2/2025 - Web Comment - Mark my word. If the traffic problem going north on I75/71 is not fixed at the Union exit then there is still going to be a backup.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors within the I-71/I-75 corridor south of Dixie Highway in Kentucky to the Western Hills Viaduct in Ohio. Concerns outside of the identified area would have to be addressed through separate projects. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor system designed to enhance traffic flow and local accessibility, including at the Dixie Highway (US-25) and Kyles Lane interchanges. These improvements aim to reduce congestion and improve safety by separating local traffic from through traffic on I-71/I-75. While the project does not extend south to include the exit that serves the Union, Kentucky area directly, it focuses on critical upgrades within the project limits in northern Kentucky.

Comment Number	Nature of Comment	Comment	Response
608	Noise	7/3/2025 - Web Comment - Oh great, more roundabouts and big ugly walls for graffiti. NOBODY likes roundabouts, and the "sound barriers" will be an eyesore and remove green space. Not to mention the whole bridge connections look like a complete mess. Everyone agrees that the bridge needs to be replaced, but not like this.	Thank you for interest in the Brent Spence Bridge Corridor Project. The inclusion of roundabouts in the project is based on traffic analysis and coordination with the cities of Fort Mitchell and Fort Wright. These improvements are incorporated to improve traffic flow and safety by reducing the severity of crashes and minimizing delays. Regarding the noise walls, noise impacts have been a key consideration for the project since the early planning stages. In accordance with the Kentucky Transportation Cabinet's (KYTC) Noise and Abatement Policy (August 2022) and Ohio Department of Transportation's (ODOT) Analysis and Abatement of Highway Traffic Noise Policy (October 2023), noise abatement measures, such as walls, are assessed when a federally funded project adds travel lanes or substantially alters characteristics of a road that would cause a traffic noise impact to residents. Consistent with these policies, comprehensive noise studies were completed as part of the revised Supplemental Environmental Assessment (May 2024), and noise walls were found to be warranted in certain areas. In accordance with KYTC and ODOT's noise policies, where noise abatement is found to be reasonable and feasible, residents and property owners affected by the traffic noise vote on if they want noise abatement and, if so, the aesthetic treatment to be applied to the walls. ODOT completed noise public outreach in March, April, and October 2024 and KYTC completed noise public outreach in April and May 2025. The results of the public outreach will be used to inform the construction of the proposed barriers. Aesthetics considerations will continue to be addressed through collaboration with the Project Advisory and Aesthetics Design committees. For additional details on project improvements and mitigation you can view the revised Supplemental Environmental Assessment (May 2024), which includes all mitigation requirements, here: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Revised-Supplemental-Environmental-Assessment-May-2024-1.pdf.

Comment Number	Nature of Comment	Comment	Response
609	Webpage	7/3/2025 - Web Comment - The new virtual design center is terrific! I noticed that although the northern limit of the project in Ohio is shown as Ezzard Charles Dr, the new highway renderings stop at the Linn St overpass. Will that be updated? Also, is there similar information available for the next section that will include the Western Hills Viaduct? Thanks.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your feedback on the new project website. The current renderings in the Virtual Design Center focus specifically on Phase III of the project, which is why they currently extend only to the Linn Street overpass. Static maps or renderings for areas beyond Phase III, including the section that will involve the Western Hills Viaduct, will be provided on the project website as they become available.
610	Alternatives	7/4/2025 - Web Comment - Hello, I'm curious why there isn't a planned exit ramp from I-75 Southbound onto West 5th Street. Is it just for feasibility reasons or is there not enough demand for that to happen? I see in the planned renderings that there is a lane that ends on planned Southbound I-75 that begins at the entrance ramp from West 9th Street. Instead of ending, couldn't the right lane become an "exit only" lane for a West 5th Street ramp, and the left two lanes would be built slightly further left than what is proposed? Thanks, have a good day.	Thank you for your interest in the Brent Spence Bridge Corridor Project. West 5th Street was originally removed from the project in response to public feedback and coordination with the City of Cincinnati, with the goal of improving local access between Queensgate and downtown and supporting future development in Queensgate. However, based on detailed design progression, a southbound exit from the collector-distributor system to 5th Street cannot be constructed without considerable cost implications because of the vertical elevation challenges. Additionally, one of the key goals of the project was to return developable land to the community on the east side of the interchange. Adding a ramp there would have reduced the amount of land available for redevelopment. Following the issuance of the Finding of No Significant Impact in May 2024, innovation concepts (design refinements) have been implemented that further minimize physical intrusion and impacts; maximize public investment by minimizing the project footprint; and improve neighborhood connectivity across the interstate. Based on the Build Innovations in Ohio, the project will open approximately 11 acres of land for potential redevelopment and/or public use by improving the street grid and condensing the interchange footprint in downtown Cincinnati between W 3rd Street and W 6th Street. You can view a summary of these innovations in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/06/2024-05-31_PAC-Meeting-Summary-Final.pdf.

Comment Number	Nature of Comment	Comment	Response
611	Construction	7/17/25 - Web Comment - I am interested in getting a construction job on the bridge project. How do I apply?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
612	Construction	7/22/25 - Web Comment - Hello, I wanted to reach out and introduce myself, [REDACTED] BD for hydro, grind/groove, FRP and GPr/Xray scanning. I am already in communications with [REDACTED] (Walsh) and was wondering if there is a Konkosing contact that I can get?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

613	Alternatives	8/1/25 - Web Comment - I was wondering if I could speak to someone on the project about a design concept to simplify the system. My thought is that we could eliminate the merge (and return more land to the city) by having I-71 carry through-traffic via the Norwood Parkway (SR 126) and merge with I-75 much further up than the riverfront. This also means that I-75 by Queensgate can be simplified and straightened (instead of the mess of interchanges and collector roads we have today). The rest of I-71 within City of Cincinnati limits could be returned to the city and reused for local traffic: - The Northbound lanes being converted into a two-way boulevard, southbound into streets for housing/mixed use buildings, and the median possibly converted into light-rail (as in SORTA/OKI's MetroMoves proposal from 2002) - Fort Washington Way would also be returned to the city for redevelopment A similar simplification can be done with US-50, East and Westbound, respectively. I think we're missing a big opportunity here to fix the mistakes we made with these highways in the 1950s. We could put Cincinnati on a much better path for the future if we change the design! Please reach out by email, I would love to meet and discuss this more seriously with the drawings I have prepared. All the best, [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The selected alternative is based on extensive modeling using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments travel-demand model, which projects traffic needs through 2050. Under existing and projected conditions, I-71/I-75 serves as a major bottleneck, and the corridor improvements are designed to alleviate congestion and improve reliability for all users, including the 210 daily bus trips that rely on the Brent Spence Bridge. While broader rerouting concepts like shifting I-71 to SR 126 or converting highway segments into boulevards fall outside the scope of this project, the BSB Corridor Project has incorporated innovative design refinements that minimize physical impacts, improve neighborhood connectivity, and open approximately 11 acres of land for potential redevelopment between W 3rd and W 6th Streets. These changes will help reconnect downtown Cincinnati with Queensgate and enhance local accessibility. Moreover, the BSB Corridor Project features a collector-distributor (C-D) system specifically designed to enhance traffic flow and local accessibility. This system separates through interstate traffic from local traffic traveling to and from Covington or Cincinnati, maintaining a longer physical separation between the two to reduce congestion and improve safety by reducing weaving movements and the risk of crashes. You can view a summary of the innovations in the following presentation: https://brentspencebridgecorridor.com/wp-content/uploads/2024/05/Project-Advisory-Committee-Presentation-May-2024.pdf. For considerations of transit expansion, please refer to our response to your previous comment (Comment 576) that can be found in the General Public Comment and Response Summary on the project website, here: https://brentspencebridgecorridor.com/wp-content/uploads/2025/06/Public-Comments-and-Responses-2025-06-15.pdf.

614	Alternatives	8/1/25 - Web Comment - Hi, I have some concerns (especially having traveled and experienced transportation in Europe) with ODOT's approach to congestion. I really believe ODOT should follow the design philosophy that the Netherlands has perfected. You can access all of their research/designs from a website called Platform CROW: https://crowplatform.com/ Instead of widening our freeways, can ODOT start seriously looking into coordinating commuter rail with Cincinnati and the surrounding communities? Too often I think we focus on the "road" part of congestion, not the actual traffic. Viable alternatives to driving would be a much more cost-effective (and long-term) solution to traffic. Currently, a bus ride from Reading to Downtown Cincinnati takes about an hour. We desperately need to invest in grade separated light rail, otherwise we'll constantly have to widen these freeways if the population increases in the metro area. To save on costs, we could use the medians of our existing highways or use eminent domain to make a few freight lines into public/shared use like the highways. Most other developed countries have public ownership and maintenance of their rail mains, which freight/commuter trains can simply schedule track times on. And that's saying nothing of our lack of inter-city passenger rail, too! While traveling in Ireland and the UK, I got so used to the convenience of inter-city rail travel. It was genuinely freeing to not need a car for every single trip (some of that has to do with urban planning, to be fair). Maybe I would ultimately be better off leaving this country, but Ohio is my home, and I would love to see it improve! I've attached a few video essay resources that I think succinctly address these concerns. Maybe you can share them with ODOT and Brent Spence project officials? 1. Streetcraft- One of America's Most Hated Bridges is Finally Getting "Fixed": https://youtu.be/_LjWNZ0F6Ac?si=s4ejtAb7w_nl460r (I'd say this is the most important to see)	This individual also provided Comment 613. A single response was provided (see response to Comment 613).

Comment Number	Nature of Comment	Comment	Response
614 (*cont.*)	Alternatives *(cont.)*	*(cont.)* 2. Streetcraft- The Real Reason You're Sitting in Traffic: https://youtu.be/Mi_R9vVwPNI?si=jJcVupHjibyLlf_p 3. Adam Yates- How the Dutch SOLVED Street Design: https://www.youtube.com/watch?v=L7_O1GSPIWo 4. Not Just Bikes- Stroads are Ugly, Expensive, and Dangerous (and they're everywhere) [ST05]: https://youtu.be/ORzNZUeUHAM?si=tcEsr1ekVWqRT26h 5. Not Just Bikes- The Best Country in the World for Drivers: https://youtu.be/d8RRE2rDw4k?si=q-Hkj3nCcA_Z5RVV 6. Streetscapes Series on Dutch Design: https://youtu.be/IyMtzhsL6vU?si=9VjpxYrhIMR-sNkI https://youtu.be/9H2ReVurawI?si=nA2jnPj-mqDOipgW https://youtu.be/b4ya3V-s4I0?si=Z3gQf5jF9Sayjs6o Thank you for your time and consideration! Best, [REDACTED]	

Comment Number	Nature of Comment	Comment	Response
615	Noise	8/4/25 - Web Comment - Haven't heard about the sound wall vote on the Ky side of the corridor a couple of months ago. This could affect my property value. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Owners and residents of properties considered benefited (>5 db reduction) by noise barriers in Kentucky were provided 30 days to provide input on if they were in favor of the barriers being constructed and, if constructed, their preference on aesthetic finish. Of the 788 letters distributed to owners and residents on April 4 and April 9, 2025, a total of 72 votes were cast. Votes cast were weighted in accordance with KYTC's *Noise Analysis and Abatement Policy (August 2022)*, with greater weight being given to front-row receptors. The majority of ballots received during this period were in favor of constructing noise barriers and noise/visual screening barriers. However, specific results cannot be provided without knowing your particular location of concern. Per KYTC's *Noise Analysis and Abatement Policy (August 2022),* these results will be used to inform the construction of the proposed noise barriers/barrier systems and noise/visual screening barriers. Aesthetics considerations will continue to be addressed through collaboration with the Project Advisory and Aesthetics Design committees.
616	Noise	8/7/25 - Web Comment - Hi there. I'm a resident of Covington, KY on Monroe St. (Next to the hospital). In multiple previous renderings there has been a sound wall being erected at the highway to reduce noise up our street. Now, in these renderings, there is no noise wall and construction is even closer to our little street. We have one single row of trees at the end of the street (the city actually tore two down this week). Is sound wall really ending by the hospital and leaving our street to fend for itself while the highway and noise gets worse? If that's the case, who would I contact to discuss this further? Other streets in covington are getting sound walls and we are being left out to dry.	A member of the project team has contacted this individual

Comment Number	Nature of Comment	Comment	Response
617	Noise	8/8/25 - Web Comment - I haven't heard anything about the results of the voting for the sound wall on Ky side. It will probably affect my property values.	This individual also provided Comment 615. A single response was provided (see response to Comment 615).
618	Project Footprint	8/11/25 - Web Comment - Good Morning, I am writing regarding recently commenced work on Watkins Street in Covington, KY. Temporary paving has been laid down on several parcels that are vacant and owned by St. Elizabeth Healthcare. I am writing to request a copy of the Easement which allows this activity on St. Elizabeth's lots. Please contact me at the email address above, or at [REDACTED] Sincerely, [REDACTED] System Director of Real Estate	A member of the project team has contacted this individual

Comment Number	Nature of Comment	Comment	Response
619	Traffic Alternatives	8/30/25 - Web Comment - Trucks consistently abuse the “no trucks lanes” slowing traffic. We wonky see cops at the top of the hill pulling over cars. When will trucks be held accountable?! Also, why isn’t there a carpool only lane?	Thank you for your continued interest in the Brent Spence Bridge (BSB) Corridor Project. Trucks abusing the “no trucks lanes” is an enforcement issue and is outside the control of the Kentucky Transportation Cabinet. Additionally, a carpool lane, also known as a high occupancy vehicle lane, is not proposed as part of this project on either the existing BSB or the new companion bridge. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. However, the BSB Corridor Project incorporates a collector-distributor (C-D) system specifically designed to improve traffic flow and accessibility for local traffic. By separating through (interstate) and local (destination to/from Covington or Cincinnati) traffic with the C-D system and keeping them separate for longer distances, vehicular safety is improved by reducing weaving movements and the risk of crashes. The project will also address other design deficiencies, such as substandard shoulders, to improve safety, including returning the existing BSB to three standard lanes with shoulders.
620	Construction	9/23/25 - Web Comment - Hello, I'm inquiring about a construction position, I have around 4 years experience working in residential construction. And wanna expand my resume	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
621	Miscellaneous	9/25/25 - Web Comment - To Whom It May Concern, I am writing to share the remarkable story and historical significance of a unique artifact in my possession: the original granite headstone hand-carved in Cincinnati for Brent Spence. This one-of-a-kind piece was initially commissioned to mark the grave of Mr. Spence, a prominent figure in American political history. However, due to a minor imperfection, the stone was never used for its intended purpose. Instead, it served as the prototype for the final headstone and was subsequently cast aside. Its craftsmanship and origin in Cincinnati make it a rare and valuable relic, representing both the artistry of its time and the legacy of the man it was meant to honor. The second stone—based on this prototype—was placed at a graveyard in Kentucky to mark what was believed to be Brent Spence's burial site. Notably, this site did not contain his remains. The body was later exhumed and relocated to a new grave, where a monument was added to inform the public that this location is the true original burial site. This headstone, therefore, holds a layered and intriguing history. It is not only a testament to the craftsmanship of its makers but also a silent witness to a story of mistaken memorialization and eventual correction. Its survival and preservation offer a rare glimpse into the complexities of public memory and historical record. I believe this artifact deserves recognition for its historical and cultural value, and I welcome any opportunity to discuss its significance further. Sincerely, [REDACTED]	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
622	Miscellaneous	9/30/2025 - Web Comment - WE'RE ALL READY for a BIG - CHANGE for the CINCINNATI BRENT SPENCE CABLE STAYED BRIDGE IN CINCINNATI OHIO and COVINGTON KENTUCKY [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Comment noted.
623	Project Schedule Traffic	9/30/2025 - Web Comment - I drive the Brent Spence Bridge every day and I have a keen interest in this new bridge project. I have questions that I can not find answered on your website. While I understand the overall project, I am interested in the sequence the work will be done for this project. For example, will the new bridge be built first and then will the connecting of the existing roads to the new bridge began? Or will all phases of the project be worked on simultaneously? In my opinion, the major traffic nightmare will start once the alternation of the current road structure starts. Please call me at [REDACTED] to discuss this issue.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will be completed in three phases. Construction work for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, began preliminary work in summer 2025 with more significant construction activities beginning in 2026. Phase II construction is scheduled to begin in 2026 with the Linn Street advanced bridge project. This phase includes work on the Linn Street bridge over mainline I-75, improvements to the Linn Street approach, West Court Street, and Winchell Avenue, as well as the removal and replacement of the pedestrian bridge over Winchell Avenue. Phase I construction is scheduled to begin in 2029 and will include a new interchange with the Western Hills Viaduct and improvements to I-75 and its interchanges to Findlay Street. The project team is refining the schedule for completion and should have an update in 2026. KYTC and ODOT have committed to providing regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through the project website, social media, e-newsletters, and local media. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.

Comment Number	Nature of Comment	Comment	Response
624	Construction	10/2/2025 - Web Comment - When are you actually going to lift a hammer and start construction? Going on 3yrs now with 0 actual work done. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Pre-construction activities for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, began in summer 2025 with more significant construction activities beginning late in 2025 and early in 2026. The project team is refining the schedule for completion and should have an update in 2026. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
625	Construction	10/2/2025 - Web Comment - I spent 13 years working at the Fluor Fernald Department of Energy Cleanup Site. Will there be any office type positions available?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
626	Project Mailing List	10/4/2025 - Web Comment - Your newsletter form may not be working. I've used my email to sign up several times over this year and have yet to receive any of the newsletters that you share on this site. Wanted to bring it to your attention, as it did cause me to miss the public meetings you had in September since I didn't check the website until its too late. Love that you are sharing information and engaging the public, just wanted to bring this to your awareness in case it impedes your efforts to keep everyone informed. Thanks, [REDACTED]	This individual was added to the project mailing list.

Comment Number	Nature of Comment	Comment	Response
627	Information Request	10/6/2024 - Web Comment - Good afternoon, I am the branch manager of the Newport Branch of the Campbell County Public Library. You have a wonderful program coming up at the Newport Branch of Campbell County, and one of our patrons has requested an ASL interpreter which the library has provided. The ASL interpreters have requested some information "may prepare including information about the team, their names and positions, the presentation, an agenda for the evening" if any of this can be provided to us I would like to forward it to them. Please let me know if you can assist in this	A member of the project team contacted this individual.
628	Miscellaneous	10/10/25 - Web Comment - Hello, Next Wednesday, October 15th I'm releasing a 26 minute documentary video about the history of Longworth Hall. The video will be placed on my YouTube Channel which has over 26,000 subscribers and a link for the video will be sent to over 15,000 people in 215 counties across 13 states in the Midwest & the South. If you would like to advertise Walsh Kokosing in the video with rates ranging from $99.00 to $299.00 feel free to give me a call by 5:00 pm, Friday, October 10th at [REDACTED]. Sincerely, [REDACTED] President History in Your Own Backyard [REDACTED] www.HistoryInYourOwnBackyard.com	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding promotion content on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/

Comment Number	Nature of Comment	Comment	Response
629	Construction	10/17/25 - Web Comment - Dear Sir or Madam, My name is [REDACTED]. I am 32 years old and currently living and working in Germany. I am seeking international experience in the construction industry. I hold valid excavator and wheel loader licenses and have over 10 years of experience in civil engineering and underground construction. I would like to ask if there are any projects where I could contribute my skills and talents. I am open to any opportunities. Thank you for your time, and I look forward to your response. Kind regards, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
630	Construction	10/17/25 - Web Comment - Hello im 43 i live in Cincinnati and I'm interested in this Labor position. I have knowledge of construction and I'm willing to learn more. I'm available ASAP. Thank you i look forward to hearing from you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
631	Information Request	10/21/25 - Web Comment - I am a Community Center Director at the Dunham Recreation Center in west Price Hill. I was wondering if any of the team could do a presentation to the community about your project. Please let me know. Best, [REDACTED]	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
632	Construction	10/27/25 - Web Comment - Hello, My name is [REDACTED]. I'm an Owner Operator of Asphalt-Materials Transport, LLC. We are located in Cincinnati, Ohio (Apportioned License Tags). We would like to learn more about Dump Truck Hauling opportunities in surrounding Cincinnati, Ohio areas. Please contact me via email [REDACTED] or mobile [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
633	Aesthetics	11/22/2025 - Web Comment - I am bothered by plan drawing showing the top of the towers of the new Brent Spence Bridge. My impression is they look bland and have brutalist look. It is a tricky aesthetic call to dress them up in a way that is also visually appropriate. I am challenging the bridge engineers to make a subtle decorative change tower tops. The Roebling Covington Cincinnati Suspension Bridge has replacement twin finial spires on each tower. (which I found recently out from a former KY Transportation Cabinet staff the current spires are six taller than the original 1866 spires. You can tell the spires are not in proportion to rest of the bridge (I am not suggesting finials on the new bridge.) Take a look at the Longli Bridge in China just has a slight blueish gray cap on top of the tower structure. Thanks, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor (BSB) Project. Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) are committed to building an iconic, aesthetically pleasing bridge. KYTC and ODOT have determined the final bridge type for the new companion bridge based on a technical evaluation, performed by the design-build team. This bridge type has been made available to the public, and the Project Aesthetics Committee is engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.

Comment Number	Nature of Comment	Comment	Response
634	Noise	11/26/2025 - Web Comment - I live at [REDACTED]. Duke has recently cut down a bunch of trees at the bottom of the street as a part of utility preparations for the bridge. These trees provided a lot of privacy for the residents on Watkins and also helped dampen the noise of the highway. I used to walk out my door and just see trees but now that they are gone all I see is the highway. It's a huge eye sore. I received a letter months ago to vote on materials for a noise barrier. When will this barrier be installed considering many residents are already being affected by construction?	Thank you for your interest in the Brent Spence Bridge Corridor Project. As you noted, noise public outreach efforts were conducted in April and May 2025. The majority of the ballots received for your area, which is referred to as Noise Sensitive Area (NSA F), were in favor of constructing noise barriers. Respondents also were in favor of transparent barriers. Per KYTC's Noise Analysis and Abatement Policy (August 2022), these results will be used to inform the construction of the proposed noise barriers. Significant construction activities for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and encompasses NSA F, will begin in 2026. The project team is refining the schedule for completion and should have an update in early 2026. For additional detail on the location of the noise barriers in your area, please refer to Re-evaluation 1 Appendix A: Exhibit 13 on page 26, here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_Appendices_2025-08.pdf. Additional details on the noise analysis and noise public outreach can be found in Re-evaluation 1 Appendix I: Traffic Noise Impact Analysis – Kentucky Northern Section, on page 1,326 of the previous link.
635	Multimodal	12/9/25 - Web Comment - Shared use paths force bicyclists to dodge pedestrians and stop over and over again at every intersection and side street/driveway they intersect. They are just glorified sidewalks and are unacceptable for serious cyclists.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will promote safety and connectivity for bicyclists and pedestrians in support of Kentucky Transportation Cabinet Complete Streets, Roads, and Highways Policy and the Ohio-Kentucky-Indiana Regional Council of Governments Regional Complete Streets Policy. Where proposed, shared-use paths are designed to accommodate multiple travel modes including pedestrians, bicyclists and other non-motorized users. The locations of shared-use paths and bike lanes were determined in coordination with the City of Covington and the City of Cincinnati.

Comment Number	Nature of Comment	Comment	Response
636	Construction	12/26/25 - Web Comment - I was wondering if you have the date for when part of Longworth Hall is scheduled to come down to make way for the bridge? Thank you, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Pre-construction activities for Longworth Hall reconstruction began in December 2025 with the closure of a part of the Longworth Hall parking lot. Longworth Hall reconstruction is anticipated to begin late February 2026.
637	Information Request	12/29/25 - Web Comment - Hello. I am the Community Development Manager at Planning and Development Services of Kenton County. I am currently working on a project in Covington and I was curious if you could share any design/mock-ups/renderings for any additional changes the new corridor may bring to Pike Street in Covington. I believe I saw a design rendering showing a divided median along Pike Street but I can no longer find it. I would like to highlight any beautification changes along Pike Street that your project may bring. I will be working on this project for the month of January. Any information you can share would be greatly appreciated. Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can view renderings of the Pike Street improvements in the project virtual room on the project website (https://aecomvr.com/BrentSpence/). Additionally, Re-evaluation 1 includes an exhibit illustrating the access adjustments planned along Pike Street. Please refer to Re-evaluation 1 Appendix A: Exhibits 5-6 on pages 8-9, respectfully, here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_Appendices_2025-08.pdf.
638	Construction Traffic	12/29/25 - Web Comment - My name is [REDACTED], and I work in Logistics for Toyota in Blue Ash. I am reaching out to inquire about when the construction of the new bridge is expected to begin impacting traffic. This information is important for planning our nightly deliveries that will need to cross the bridge. Additionally, I would appreciate any estimates regarding the duration of traffic impacts throughout the project. I understand that timelines for major construction projects can change, but any preliminary guidance would help us plan accordingly.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Pre-construction activities for Phase III, which extends from Dixie Highway in Kentucky to Linn Street in Ohio and will construct the new companion bridge, began in summer 2025 with more significant construction activities beginning in early 2026. The project team is refining the schedule for completion and should have an update in the spring of 2026.

Comment Number	Nature of Comment	Comment	Response
638 *(cont.)*	Construction Traffic *(cont.)*		*(cont.)* Regarding interstate traffic impacts, the existing BSB and I-75 will remain open throughout the project for interstate and local traffic. Additionally, when needed, the signed detour will route Kentucky I-275 eastbound traffic to I-471, to continue northbound toward I-71 northbound. More long-term traffic information will be available on the website (https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/) as the project nears construction.
639	Construction	1/1/26 - Web Comment - It would be AWESOME to have a website where the public can see what PERCENTAGE of the work is completed. Just a bar graph, nothing fancy. If you wanted to do separate ones for the separate projects, that would be great too! "I" am mainly concerned about the I-75 corridor, but others might be interested to see the other side projects as well. Thank You!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project and your suggestion on how to improve the website. This will be relayed to our communications team. While a direct percentage of the BSB Corridor Project has not been implemented on the project website, as construction of the new companion bridge, restoration of the existing bridge, and improvements to traffic patterns and ramps on both sides of the Ohio River progress, construction updates will be made available on the website (https://brentspencebridgecorridor.com/construction-updates/).
640	Construction	1/13/26 - Web Comment - Good afternoon my name is [REDACTED]. I seen an application/flyer that you guys had openings for entry-level trading positions/construction and I am highly interested and I have reliable transportation of my own. I am looking for a career, not just a job and I think this is the place for me. I'm looking toward HVAC or electrician career and I would love to be a part of the team to see what I have to do to become the best that I could be.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
641	Miscellaneous	1/15/26 - Web Comment - Hello, My name is [REDACTED], and I'm a documentary filmmaker and photographer based in Cincinnati. My credits include projects for Netflix, HBO, and more than 40 other networks. I've been following the progress of the Brent Spence Bridge Project with real interest—not just as infrastructure, but as a moment in the life of the city and the people who build it. I'm reaching out to ask whether there might be any openness to an independent, thoughtful documentation of the project as it unfolds. My work tends to focus on history-in-the-making: the human effort, quiet moments, and long-term significance behind large undertakings like this. I completely understand that projects of this scale come with many constraints. If there's someone I should speak with, or if this is something you'd be open to discussing at some point, I'd be grateful to hear from you. Thank you for your time, and for the work you're doing. Best, [REDACTED]	A member of the project team contacted this individual.
642	Construction	1/15/26 - Web Comment - Good Afternoon - I'm reaching out to get information on how to work on this project as a welder. Attended a meeting at Elite Welding Academy regarding this project in 2025. Do I need to be an Iron Worker to work on this project? Do workers need to be hired by Walsh Kokosing Joint Ventures? Do Iron Workers need to have any certifications? What is the approximate timeline of hiring welders? Thank you for taking the time to read my email & I look forward to your response. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
643	Construction	1/16/26 - Web Comment - Trying to get a job with you	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
644	Construction	1/21/26 - Web Comment - Hello, My name is [REDACTED], and I am writing to express my interest in potential skilled labor opportunities associated with the Brent Spence Bridge Corridor Project. I have experience as an HVAC technician and am actively seeking opportunities to contribute to a large-scale infrastructure project. I understand that projects of this scope often require a wide range of skilled trades, and I would appreciate the opportunity to learn whether HVAC technicians or related skill sets are needed now or anticipated in future phases. I am reliable, safety-focused, and ready to work. I would welcome the chance to speak with someone on the project team or be directed to the appropriate contractor, union hall, or hiring process involved with the project. Thank you for your time and consideration. I look forward to hearing from you. Sincerely, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
645	Construction	1/28/26 - Web Comment - Hello, a Batavia OH resident past 35 years. When I seen the channel 19 Fox news segment today explaining the current in person class discussions/applying/training steps happening at Long Worth Hall. I was very excited for a potential opportunity to meet staff, work with the Brent Spence Bridge Corridor project staff. I've enjoyed a very successful career in culinary arts, food distribution throughout our tristate reaching into WV and eastern PA. My job descriptions are extremely diversified in this field of work that touch many aspects such as, product advisory, purchasing & logistics, business development, mentorship, new sales leadership, brokerage management. An introduction of myself in the near future would be greatly appreciated. Thank you, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
646	Construction	1/29/26 - Web Comment - I would love to experience something new different, I am a hard worker and people's person I look forward to meeting the team thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
647	Construction	Web Comment - 1/29/26 - Interested in helping with the bridge project. But I didn't see any link to fill out the application.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
648	Construction	1/29/26 - Web Comment - I'm looking forward to being part of the Brent Spence Bridge project I have my OSHA10 and OSHA30 where can I apply or give me a call at [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
649	Construction	1/29/26 - Web Comment - I'm trying to fill out the application for hire.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
650	Construction	1/29/26 - Web Comment - Hey I'm super interested in working the bridge as a laborer	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
651	Construction	1/30/26 - Web Comment - Job employment	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: .
652	Information Request	1/30/26 - Web Comment - Good afternoon, My name is [REDACTED] and I am the Vice President of Planning & Development here at the CVG airport. As you can probably imagine, the Brent Spence Bridge Corridor project will have some level of impact on traffic flows to/from the airport. To get ahead of that, I was hoping you could find some time to provide our executive team, including our CEO, an overview briefing of the project and potential impacts, from both sides of the river. You can reach me at [REDACTED] or via email at [REDACTED]. I look forward to hearing back from you. Thanks, [REDACTED]	A member of the project team contacted this individual.
653	Construction	1/30/26 - Web Comment - My name is [REDACTED]. I am trying to find out what positions you will have available in the logistics department. My email address is [REDACTED]. My phone number is [REDACTED].	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
654	Construction Traffic	1/30/26 - Web Comment - Hello, I didn't want to directly email someone that might not be the right person so I am using this form to try to get answers to my questions and/or get in touch with the right person on the project. Maybe the website has this information, but I was wondering to what extent I-471 is going to be used as an alternate route or if its anticipated drivers will use it more than they do now once significant parts of this project starts? I was wondering that if the above is true, I-471, are there any safety measures/improvements or changes to increase efficiency to I-471 that are going to happen to during any phases of the Brent Spence project? As a background, I have communicated for years some safety ideas and observations about I-471 even under normal operation and I am concerned the current state of its lack of markings, signage, numerous entrances and exits in a short span, speed limits, etc are going to make matters worse if traffic counts increase on I-471. Once I hear what you think, I can share them with you if needed. Thank you, [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. As part of a previous construction project, capacity on I-471 was increased in anticipation of the Brent Spence Bridge (BSB) Corridor Project. There are no additional permanent safety improvements, capacity enhancements, or operational changes to I-471 proposed as part of the BSB Corridor Project. The existing BSB and I-75 will remain open throughout construction to accommodate interstate and local traffic. When needed, signed detours will route eastbound Kentucky I-275 traffic to I-471 northbound, continuing to I-71 northbound. While improvements to I-471 are outside the scope of the project, temporary detour signage will be implemented to guide traffic and support safe and efficient travel during construction. Other temporary modifications may be considered as well to help improve traffic flow. More long-term traffic information will be available on the website (https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/) as the project nears construction.
655	Construction	1/31/26 - Web Comment - I am intrested in job	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
656	Construction	1/31/26 - Web Comment -I want a job immediately to help the team	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
657	Construction	1/31/26 - Web Comment - I was wondering how to apply for a job on the project	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
658	Miscellaneous	2/1/26 - Web Comment - Hello, I was wondering if you plan to place a camera somewhere at the Devo Park Overlook, for the entire project. It would be really cool to see a time lapse view, once the project is completed. Just a thought.... Thanks.	Thank you for your interest in the Brent Spence Bridge Corridor Project. At this time, there is no planned timelapse from the Devou Park Overlook. However, as the project approaches construction, updates will be posted on the project website (https://brentspencebridgecorridor.com/construction-updates/). This page will feature construction videos and photography documenting the progress and key milestones of the project.
659	Construction	2/2/26 - Web Comment - Hello I was seeking employment for this project. I wanted too know how could I apply.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
660	Construction	2/3/26 - Web Comment - Hello — I'm [REDACTED], Property Manager at Cascade Ridge Apartments (B7 Properties). We are located at 5566 Hillside Ave in Cincinnati, just minutes from the Brent Spence Bridge Corridor Project area and with convenient access to I-71/I-75. Cascade Ridge offers newly renovated 1-, 2-, and 3-bedroom apartment homes with modern finishes and amenities, and we believe our community could be a great housing option for project staff, contractors, or anyone relocating to the region for work. I would be happy to discuss housing availability, lease terms, and how we might support your team's needs. Please let me know if there's a best contact at your office for housing inquiries, or if you'd like more information. Thank you! [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
661	Construction	2/17/26 - Web Comment - Good morning, I am reaching out on behalf of Ulliman Schutte Construction to inquire about the Brent Spence Bridge project needing more clean dirt. The project we are working on right now [REDACTED] will take place through 2032, with a lot of our excavation being done through 2028. Would there be any interest in this project taking some usable soil over the next several years from us? Feel free to send an email so we may discuss more - thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
662	Construction	2/17/26 - Web Comment - Hello I'm [REDACTED] I'm interested in your hiring for construction workers and machine workers. How can I go about applying for an application?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
663	Construction	2/17/26 - Web Comment - Hello im trying to get ahold of someone about the Brent Spence Bridge job i live in the area and would love to jump on bored please email me back at [REDACTED] thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
664	Construction	2/18/26 - Web Comment - Dear Brent Spence Bridge Coordinator, I hope this message finds you well. I am writing to express my interest in a painting position with your company. With nearly 30 years of hands-on experience in residential and commercial painting, I bring a strong work ethic, attention to detail, and a commitment to delivering high-quality finishes on every project. Currently, I have been working with Bills Painting and Carpentry in Cincinnati, OH since 1996. In my role as a Painter, I specialize in surface preparation, paint application, and color mixing to achieve clean, professional results. My experience includes preparing surfaces through cleaning, sanding, and priming; applying finishes using brushes, rollers, and spray equipment; and maintaining tools to ensure efficiency and safety. I also have carpentry experience, which allows me to assist with repairs and improvements prior to painting. Additionally, I previously worked as a Lift Operator with Banam Painting, where I operated and inspected lifting equipment, maintained safety standards, and ensured smooth and efficient site operations. This role strengthened my focus on safety compliance, equipment maintenance, and teamwork on job sites. I take pride in my reliability, project planning skills, and ability to contribute positively to team environments while maintaining high standards of craftsmanship. I would welcome the opportunity to bring my experience and dedication to your team. Please find my resume attached for your review. I would appreciate the opportunity to discuss how my skills can benefit your company. I am available at your convenience for an interview and can be reached at [your phone number] or [your email address]. Thank you for your time and consideration. I look forward to hearing from you. Sincerely, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
665	Construction	2/19/26 - Web Comment - No experience with construction but willing ti learn inquiring on “any on the job training provided”	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
666	Construction	2/25/26 - Web Comment - Hello, We represent Ohio CAT who will be assisting with the bridge project. They are looking for land to lease for the duration of the project. I reached out to Longworth Hall's management team about leasing part of the parking lot and they directed me to reach out to someone at ODOT. Can someone please give me a call to discuss? Thank you! [REDACTED]	A member of the project team contacted this individual.
667	Construction	2/25/26 - Web Comment - I heard about this job on the radio at work , I just didn’t see where to apply for the job at I have my own tools and a car and I’ve worked construction for 2 years residential my phone number is [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
668	Construction	2/25/26 - Web Comment - I have a nephew who's worked in construction and is interested in working on this project. I didn't see anywhere to apply. How would he go about applying? Thanks.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
669	Construction	2/25/26 - Web Comment - Im a truck driver with a cdl,can drive anything and operate equipment.im 67 in good shape and come to work everyday.this project would be great to be a part of i think!! Thanks [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
670	Construction	2/26/26 - Web Comment - Good afternoon! [REDACTED] (Director of Sales - North) for the Job Center Staffing here. I had been listening to 700 WLW this week and heard that you all are looking to hire 1000 people for the project. We wanted to know if you were utilizing Staffing Companies. If so, we wanted to know how we could get involved. The Job Center would love the opportunity to partner together and to assist you with this project. Looking forward to hearing back from you. Have a great afternoon. CONTACT INFO: [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
671	Construction	2/27/26 - Web Comment - Applying for a machine operator role . I couldn't find a careers page.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
672	Construction	3/2/26 - Web Comment - I am looking for a part time job, and would like to find one on the Brent Spence bridge construction project. How would I apply?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
673	Construction	3/2/26 - Web Comment - Need job asap I have transportation and very reliable	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
674	Construction	3/6/26 - Web Comment - I was wondering could I come march 11th to the site for an interview	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
675	Construction	3/8/26 - Web Comment - I was not able to find a plan view of the new bridges and improvements. Where are they located on your website?	Thank you for your interest in the Brent Spence Bridge Corridor Project. A virtual view of the new companion bridge and the existing Brent Spence Bridge is available here: https://aecomvr.com/BrentSpence/. The site also includes plan views of the corridor for additional detail. For more design information, see Exhibit 13 (pages 23–30) in the Re-evaluation 1 appendices (https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_Appendices_2025-08.pdf.) published August 2025.
676	Construction	3/17/26 - Web Comment - How do I apply to become a laborer for the new bridge project?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
677	Construction Noise	3/20/26 - Web Comment - I hear round-abouts are going in at the Ft Mitchell overpass, any diagrams of the project and will it affect Ashton Rd?	Further detail on the roundabouts, including renderings, can be found in Section 4.2.1 of Re-evaluation 1, which can be found here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_2025-08%20.pdf. Virtual renderings of the roundabouts are also available here: https://aecomvr.com/BrentSpence/. The site also includes plan views of the corridor for additional detail.

Comment Number	Nature of Comment	Comment	Response
678	Information Request	3/23/26 - Web Comment - Hi! I'm [REDACTED], a journalism news and information major freshman at Ohio University. I am currently making a project for my multimedia reporting class by covering something happening in my hometown community. As a Cincinnati native, the Brent Spence Bridge Corridor construction is huge news to me! I have to record interviews for the project, and I was wondering if I could interview a couple of people on the team. It will be recorded, but it will not be published anywhere, and only my teachers will see it. I can do Zoom, Microsoft Teams, etc., anything that works for you best. Thank you so much! [REDACTED]	A member of the project team contacted this individual.
679	Construction Closure	3/23/26 - Web Comment - I'm writing to inquire about the potential closure of Parking Lot A, located at the southeast corner of Central Ave and 3rd St. Our company currently has approximately 30 employees who use this lot daily, and I would like to stay ahead of any changes that might result from the upcoming Brent Spence Bridge Project. Is there a projected timeline for any closures or disruptions at this location? I appreciate any information you can provide. Thank you, [REDACTED]	During the initial phase of work, the southern portion of Parking Lot A extending from 2nd Street on the south to I 71 Northbound on the north, closed May 11th, 2026. There will be future closures in Lot A; however, there will always be a portion of Lot A open during construction based on the current plans.
680	Information Request	3/26/26 - Web Comment - Hello! I'm part of the team that is leading community benefits efforts for the I-5 Interstate Bridge Replacement Program (OR/WA). I'd like to connect with someone who knows about how community benefits for the Brent Space Bridge Corridor were developed and are being tracked. As we prepare to go from planning to delivery, our team is working on processes for tracking community benefits through the life of the Program and we are interested in learning from related efforts. Thank you for your time and consideration!	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
681	Information Request	3/26/26 - Web Comment - Where is open house tomorrow March 27	Thank you for your interest in the Brent Spence Bridge Corridor Project. The open house held on Friday, March 27, took place from 12:00–2:00 p.m. at 700 W. Pete Rose Way, Suite 12, Cincinnati, OH 45203. This event was part of the Spring Break Workforce Education Series, a weeklong set of educational activities conducted from March 23–27. To access the most current information please visit the project website: https://brentspencebridgecorridor.com/. You can also sign up to receive the project e-newsletters at: http://brentspencebridgecorridor.com/public-involvement/#footer.
682	Alternatives	4/1/26 - Web Comment - Our area needs more Mass Trabsit opportunities versus expensive car dependecy, and increased air pollution from building massive super highway -I really hope that you have the foresight to have included a design and construction of a baseline structure that will eventually accomodate either light rail or street car tracks in the near future!!!!!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (issued May 2024) meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The selected alternative is based on extensive modeling using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments travel-demand model, which projects traffic needs through 2050. Under existing and projected conditions, I-71/I-75 serves as a major bottleneck, and the corridor improvements are designed to alleviate congestion and improve reliability for all users. While transit improvements are beyond the scope of the BSB Corridor Project, the Ohio Department of Transportation and Kentucky Transportation Cabinet continue to coordinate with project partners to ensure all design components of the project, including the on-deck components of Ezzard Charles Drive bridge over I-75, are designed and constructed to not preclude potential future transit route opportunities, improvements, and expansion.

Comment Number	Nature of Comment	Comment	Response
683	Construction	4/3/26 - Web Comment - Hi, I hope this message finds you well. I recently came across the Brent Spence Bridge Corridor project through a mentor affiliated with Alloy. I would love the chance to learn more about your current HR needs for the Brent Spence Corridor Project and see how my expertise could contribute to enhancing operations and fostering inclusive workplace strategies. If you're available for a brief discussion, I would greatly appreciate it. Looking forward to hearing from you! Kind regards, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
684	Noise	Hello, I am considering purchasing a home in Fort Mitchell on Prather Ct. The back yard is on the I-75 North side. We have been informed of the approval for the sound wall behind the home. I'm wondering if you could share more information about the wall - primarily details about the wall design/material (brick, concrete, etc.), approximate placement in relation to the back of those homes, and timing for wall construction. Thank you, [REDACTED]	A member of the project team spoke to this individual with follow up email containing information.
685	Construction	4/13/26 - Web Comment - Wanting information for subcontracting a dumptruck for the new and upcoming project on the bridge please contact me [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
686	Construction	4/13/26 - Web Comment - VERY INTERESTED IN LABOR POSITION WORKED ON FC CINCINNATI STADIUM 2 1/2 YEARS FOR LITHKO CONTRACTING AS THE GATE KEEPER...BUILDING FORMS FOR CEMENT SLABS MET WITH MS MENTION AT CITY LINK CENTER LEFT MY RESUME [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at . You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
687	Construction	4/14/26 - Web Comment - How do I apply for the brentspencebridgeconstruction	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at . You can also visit the "Work With Us" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
688	Information Request	4/16/26 - Web Comment - To whom it may concern, I am the prospective purchaser of the Harrison Terminal property at 1220 Harrison Avenue in Cincinnati, Ohio. I am reviewing the "Phase I ESA – Harrison Terminal – January 2014" prepared for the Brent Spence Bridge Corridor project (ODOT Project No. 52888, PID 89068). In the Table of Contents of that Phase I ESA, several appendices are listed as "APPENDICES AVAILABLE UPON REQUEST (Large Files)," specifically: – Appendix G – EDR Database Report – Appendix H – Regulatory Records Information – Appendix I – Parcel Diagram and Photographs – Appendix J – Project Plan Sheets – Appendix K – Soil Boring and Monitoring Well Location Map I would like to request electronic copies of all appendices associated with this Phase I ESA, including any large-file versions referenced as "available upon request." My goal is to confirm the exact location of soil borings, monitoring wells, and any identified problem areas relative to the portions of the Harrison Terminal property that were acquired for the project. If there are additional related documents for Harrison Terminal (e.g., detailed boring logs, survey drawings, acquisition maps, or follow-up environmental studies) that are not included in the PDF currently posted on the Brent Spence Bridge Corridor website, I would appreciate receiving those as well. I am happy to submit this as a formal public records request if necessary—please let me know the preferred process and contact for records related to the Brent Spence Bridge Corridor project. Thank you in advance for your assistance.	A member of the project team contacted this individual.

689	Construction Noise	4/22/26 - WK Web Comment - How will the project affect [REDACTED]., Covington, KY 41011?	Thank you for your interest in the Brent Spense Bridge Corridor Project. There are no physical impacts to [REDACTED], Covington, KY. Based on analyses conducted in accordance with the National Environmental Policy Act, these two properties were identified as having noise impacts from the project. However, noise abatement is proposed in this area. In accordance with the Kentucky Transportation Cabinet (KYTC) Noise Analysis and Abatement Policy (August 2022), noise abatement measures, such as walls, are assessed when a federally funded project adds travel lanes or substantially alters characteristics of a road that would cause a traffic noise impact to residents. Consistent with this policy, comprehensive noise studies were completed, and noise walls were found to be warranted in Noise Sensitive Area (NSA) F, which is where the two referenced properties are located. In accordance with KYTC noise policy, because noise abatement in NSA F was found to be reasonable and feasible, residents and property owners affected by the traffic noise voted on if they wanted noise abatement and, if so, the aesthetic treatment that should be applied to the walls. This noise public outreach was conducted in April and May 2025. The majority of the ballots received for NSA F were in favor of constructing noise barriers. Respondents also were in favor of transparent barriers. Per KYTC noise policy, these results will be used to inform the construction of the proposed noise barriers. For additional detail on the location of the project relative to your area, please refer to Re-evaluation 1 Appendix A: Exhibit 13 on page 26, here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_Appendices_2025-08.pdf Additional details on the noise analysis and noise public outreach can be found in Re-evaluation 1 Appendix I: Traffic Noise Impact Analysis – Kentucky Northern Section, on page 1,326 of the previous link. Moreover, virtual renderings of project improvements as part of the Brent Spence Corridor project are available here: https://aecomvr.com/BrentSpence/. The site also includes plan views of the corridor for additional detail.

Comment Number	Nature of Comment	Comment	Response
690	Construction	4/20/26 - Web Comment - Hello, I just read about the closure of W 9th Street in Covington on WKRC's website, but don't see anything on the "Long-Term Road Closures" page. Is there information on this website about all the upcoming closures in Covington? Thanks, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Information regarding closures related to the Brent Spence Bridge Corridor Project can be found on the project website here: https://brentspencebridgecorridor.com/construction-updates/travel-updates/. The website contains information related to both short term and long term closures in Kentucky and Ohio. Details of the closure of West 9th Street, between Crescent Avenue and Willow Run Road in both directions, in Covington is located under the long-term closures in Kentucky. Additionally, I encourage you to scroll to the bottom of the page to sign up to receive traffic alerts via email or text messages.
691	Construction	4/21/26 - Web Comment - Good morning. I work for North American Stainless in Ghent, KY - we melt and manufacture stainless rebar. I am searching for a forecasted timeline on when the rebar jobs will be bid on. Also, any information in regards to the amount of stainless rebar needed is appreciated. Thanks in advance.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
692	Webpage	4/23/26 - Web Comment - There was an animation played/shown at the group partnering meeting in Longworth Hall on April 15. It showed the construction as it progressed through the phases. I am pretty sure we were told that this animation could be found at the AECOMVR website, but I can't seem to locate it here. Help? Thanks	A member of the project team contacted this individual.

Comment Number	Nature of Comment	Comment	Response
693	Construction Closure	5/4/26 - Web Comment - Will the Brent Spense Bridge be closed this weekend 5/10 thru 5/12	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The existing BSB and I-75 will remain open throughout the project for interstate and local traffic. You can visit the project website to view short-term travel advisories, long-term road closures, and sign up for travel alerts to have closure and detours emailed directly to you: https://brentspencebridgecorridor.com/construction-updates/travel-updates/ The Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate all road closures and detours to navigation apps like Waze and Google Maps so they can integrate routes as close to real time as possible. In addition to the navigation apps the 511 sources updated by the Kentucky Transportation Cabinet (https://goky.ky.gov/) and Ohio Department of Transportation (https://www.ohgo.com) are great resources for trip/route planning as well.

Comment Number	Nature of Comment	Comment	Response
694	Construction Closure	5/4/26 - Web Comment - Hey KYTC Team, I'm a member of the Botany Hills Neighborhood Association, located alongside the Brent Spence Bridge Corridor project. I'm preparing notes for our community newsletter to inform everyone on the various traffic project impacts and have a few questions I'm hoping to gain clarification around: 1) When is the Water Main relocation at 3rd/Crescent Ave. expected to be completed and access to the southbound lane on Crescent Ave. restored? Even if there's only a rough time estimate, it would be helpful. 2) Last year, Stacee Hans mentioned that the 3rd and Crescent Ave intersection will be converted into a Roundabout, is there an expected start date for that work to begin and timeline for its *(cont.)* completion? She also mentioned that there will be a community feedback meeting for the design of that roundabout, does that have an official channel or meeting date? 3) For the Riverfront Commons Trail detour path, we see that the sidewalk widening is progressing and that this month the trail is expected to close, is there any target date set for that to happen? I appreciate any details you can provide, and please let me know where you'd prefer me to link to in our neighborhood newsletter for resources you have to collect feedback or for people to sign up for updates. Thanks, [REDACTED]	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Due to unforeseen utility conflicts, construction work on 3rd Street is still ongoing and we anticipate the work to be completed later this summer. The roundabout at the intersection of 3rd and Crescent Avenue is anticipated to begin construction and be completed in 2033. Based on current construction phasing and consultation with the contract team, construction of the roundabout will be one of the last activities in that area to prevent conflict with other construction and ensure delivery of a better end product. The temporary detour for Covington's Riverwalk (formerly known as Riverfront Commons Trail) was implemented on May 11. The following links are likely to be the most useful for your neighborhood to stay current on the project: • Short-term travel advisories, long-term closures, and sign up for travel alerts (at the bottom of the page): https://brentspencebridgecorridor.com/construction-updates/travel-updates/ • Monthly e-newsletters, which can you can also sign up to receive (see sign up at the bottom of the page): https://brentspencebridgecorridor.com/news-updates/newsletters/

Comment Number	Nature of Comment	Comment	Response
695	Traffic	5/5/26 - Web Comment - Hello I'm a nurse in Cincinnati I've seen traffic totally shut down driving in Covington with previous bridge work. My concern is you have ALL traffic trying to get over the river dumping into one road - Dixie highway . Is there an estimate on travel time during rush hour? Is is not possible to close one direction at a time- not both southbound and northbound? This looks like a daily traffic nightmare And I have no idea how I'm going to get to work in time.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. When necessary, signed detours will direct Kentucky I-275 eastbound traffic to I-471, allowing traffic to continue northbound to I-71. Additional information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/. I would also encourage you to sign up for travel alerts to have closure and detours emailed directly to you, which is available at the previous link. The Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate all road closures and detours to navigation apps like Waze and Google Maps so they can integrate routes as close to real time as possible. In addition to the navigation apps the 511 sources updated by the Kentucky Transportation Cabinet (https://goky.ky.gov/) and Ohio Department of Transportation (https://www.ohgo.com) are great resources for trip/route planning as well.

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696	Construction	5/6/26 - Web Comment - Hello, I'm reaching out on behalf of XG Equipment here in Columbus. We've been following the Brent Spence Bridge Corridor project closely. It's a massive win for our region's infrastructure. We noticed your "Explore Construction Careers" page and the great work you're doing to bridge the labor gap. As a local heavy equipment provider, we've developed a guide on the specific machinery skills and safety protocols needed for large-scale bridge projects. Would you be open to listing XG Equipment as a local resource for students or job seekers looking to understand the gear they'll be operating in the field? We'd love to support the next generation of Ohio operators. Best regards, [REDACTED] Account Manager J&A Digital Solutions, LLC.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work and/or training for work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to project resources for construction/contractor resources: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/
697	Construction	5/6/26 - Web Comment - GREAT AFTERNOON VERY INTERESTED IN LABORERS POSITION ON BRENT SPENCE BRIDGE PROJECT I SENT APPICATION BACK WITH ONE TIME CODE RECEIVED THIS INFORMATION FROM MS KATHLEEN FULLER. CPM ODOT DIST 8 [REDACTED]	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
698	Construction	5/6/26 - Web Comment - Hello, my I'm [REDACTED] and I am in need of a job	Thank you for your continued interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: WalshKokosingBrentSpence@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
699	Multimodal	5/11/26 - Web Comment - Hello, I'd like to see specific corridor layouts and typical cross sections so i can better understand what type of pedestrian and bicycle facilities are being added to this project.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. You can view renderings and plan views of the BSB Corridor Project improvements in the project virtual room on the project website (https://aecomvr.com/BrentSpence/). Additionally, Re-evaluation 3 includes a corridor exhibit that illustrates the bicycle and pedestrian improvements planned throughout the project corridor. Please refer to Attachment 4:Re-eval 3 Design Exhibit on pages 102-109, here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Reevaluation-3-May-2026.pdf .
700	Construction	5/11/26 - Web Comment - Hello my name is [REDACTED] I currently am finishing my last week of Class A CDL school and I was looking to see if you was hiring for a class A driver. I honestly love building things and and working in fast pace environment if you could email me back or call or text [REDACTED] I would love to discuss opportunities. Thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

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701	Construction	5/12/26 - Web Comment - I am a covington resident looking for information about a construction laborer apprenticeship program for individuals with mid to little or no experience for the new bridge project and would greatly appreciate it if someone could help point me in the right direction thank you	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
702	Miscellaneous	5/13/26 - Web Comment - Good morning. I know that as of now the "companion" bridge has not been named. I think it is time to get the party started and let the people of the great states of Ohio and Kentucky decide. So here goes my contribution: the Bluegrass Buckeye Bridge, the Buckeye Bluegrass Bridge, the Blue Buckeye Bridge, or the Buckeye Blue Bridge. Regardless of any of the above names, the bridge could affectionately be referred to as the B3.	Thank you for your interest in the Brent Spence Bridge Corridor Project and for your thoughtful suggestions recognizing the contributions of the states connected by this corridor. At this time, the formal process for officially naming the new bi-state companion bridge has not yet been established. We encourage you to stay engaged with the Brent Spence Bridge Corridor Project for updates which can be found on the project website: https://brentspencebridgecorridor.com/.
703	Miscellaneous	5/13/26 - Web Comment - Ken, looking good! Your buddy [REDACTED]....good luck with the bridge project.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Comment noted.
704	Construction	5/15/26 - Web Comment -Good afternoon I am with Total Quality Logistics the 2nd largest logistics company in the U.S. that is actually Headquartered in Cincinnati. I work nearby in a KY office and we would love to be a part in improving our hometown. We have the carrier capacity to handle massive projects like this, how can we go about getting integrated in a project like this? Respectfully, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
705	Information Request	5/15/26 - Web Comment - Greetings, Do you have 3D rendering file that is sharable with the public? I'm the National Sales Director for LaserLightCompany.com and I have a laser proposal for the WEBN fireworks. To finish the proposal I'm looking for a 3D rendering file of the "current" Brent Spence Bridge to load into my software and create my proposal. If you do not have the file, are you able to point me in the direction of someone who does? Thank you. [REDACTED] National Sales Director LaserLightCompany.com (Cincinnati/Northern Kentucky Native)	A member of the project team contacted this individual.
706	Construction	5/17/26 - Web Comment - We would like to engage your services for our upcoming project. Let us know If you are available. Thanks! Actalent Services Team	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

707	Construction Closure	5/20/26 - Web Comment - Good afternoon, My name is [REDACTED], and I serve as the Community Manager at Tapestry Ridge, located off Dixie Highway in the Park Hills/Covington area. As construction and roadway changes continue throughout the corridor, we have begun hearing increasing concerns from residents regarding the anticipated traffic impact caused by nearby exit closures and detours. Many of our residents intentionally chose to live on the Kentucky side of the river, rather than in Ohio, due in large part to commute convenience and traffic accessibility. Because of this, there is growing concern surrounding safe and efficient access onto Dixie Highway from our community entrance. With these upcoming traffic pattern changes in mind, I would like to inquire about the possibility and process of evaluating a temporary traffic signal at the entrance of our community. Our entrance flows directly onto Dixie Highway and sits across from Ft. Mitchell Garage, with additional nearby businesses including Good Spirits. I believe a temporary signal or traffic control measure could significantly improve both safety and traffic flow for residents, local businesses, and the surrounding community during this construction period. We understand infrastructure decisions require careful review and coordination, but we wanted to proactively raise these concerns before traffic conditions potentially worsen. We would greatly appreciate any guidance regarding the appropriate next steps, departments, or agencies involved in reviewing a request such as this. I would also be more than happy to discuss this further via phone call or an in-person meeting if that would be helpful. Please feel free to contact me at [REDACTED] or via email at [REDACTED]. Thank you for your time and consideration, and I look forward to hearing from you. Best regards, [REDACTED] Community Manager Tapestry Ridge	Project team member reached out and provided contact information should future concerns arise.

Comment Number	Nature of Comment	Comment	Response
708	Multimodal	5/21/26 - Web Comment - All bicyclists get out of this project is a few "shared use paths", which are glorified sidewalks which force bicyclists to dodge pedestrians constantly, and not have the right of way at any intersection. What a freaking joke.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The project will promote safety and connectivity for bicyclists and pedestrians in support of Kentucky Transportation Cabinet Complete Streets, Roads, and Highways Policy and the Ohio-Kentucky-Indiana Regional Council of Governments Regional Complete Streets Policy. Where proposed, shared-use paths are designed to accommodate multiple travel modes including pedestrians, bicyclists and other non-motorized users. The locations of shared-use paths and bike lanes were determined in coordination with the City of Covington and the City of Cincinnati. For information regarding design guidance please see the ODOT Multimodal Design Guide which can be found here: https://www.transportation.ohio.gov/business/publications/mdg
709	Construction Closure	5/26/26 - Web Comment - When will 3rd street reopen? I could not find any info about this closure. With 4th street closing also, it will adversely affect traveling north on 71/75. Detours to Kyle's lane will be overloaded. Normally getting to roebling bridge has been quite easy.	This individual also provided Comment 710. A single response was provided (see Comment 710).

Comment Number	Nature of Comment	Comment	Response
710	Construction Closure	5/29/2026 - Web Comment - When will 3rd street open? 4th street will close 6/8/26. West Covington needs a better choice to get to 71/75 north and other bridges to cross the Ohio River. Going south to Kyle's Lane is not good option. Please coordinate closing and opening these two main streets of travel for us.	Greetings, [REDACTED], Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Due to unforeseen utility conflicts, construction work on 3rd Street is still ongoing and we anticipate the work to be completed later this summer. The 4th Street closure you are referring to may be the separate Licking River Bridge Project and details on that project can be found here: https://www.ky8bridge.org/. Unlike that project, the existing BSB and I 75 will remain open throughout the BSB Corridor Project for both interstate and local traffic. You can visit the project website to view short-term travel advisories, long-term road closures, and sign up for travel alerts to have closure and detours emailed directly to you: https://brentspencebridgecorridor.com/construction-updates/travel-updates/ Additionally, the Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate all road closures and detours to navigation apps like Waze and Google Maps so they can integrate routes as close to real time as possible. In addition to the navigation apps, the 511 sources updated by the Kentucky Transportation Cabinet (https://goky.ky.gov/) and Ohio Department of Transportation (https://www.ohgo.com) are great resources for trip/route planning as well.
711	Construction	I have two dump trucks that I'll like to work on the bridge project both day and night shifts	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.

Comment Number	Nature of Comment	Comment	Response
712	Webpage	6/1/26 - Web Comment - Do you know if there will be a live webcam on the project? Would love to see the video as it is being built.	Thank you for your interest in the Brent Spence Bridge Corridor Project. While there will be no project sponsored live webcam for the project, video updates will be provided on the project's YouTube channel. You can go directly to the channel here: or search "Brent Spence Bridge Corridor" on YouTube or your preferred search engine. The YouTube channel already has a variety of videos uploaded including project updates, project background, detour information and will be updated throughout the project. We encourage you to subscribe to the channel so you can stay informed.
713	Construction	6/2/26 - Web Comment - How can I put an application in and spoke at the job fair I'm from Louisiana? [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/work-with-us/explore-construction-careers/.
714	Construction Closure	6/2/26 - Web Comment - Will the software allow for a virtual route? For example: A driver coming from Ft. Mitchell (Dixie Highway) and heading toward Price Hill via the 6th Street Viaduct (Wadsworth? Viaduct) Elberon Ave. Then reverse that... A driver coming from Elberon Ave to Ft. Mitchell KY. Thanks, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. The Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate detours and closures directly to navigation apps like Waze so they update and integrate routes as close to real time as possible. For third party commercial applications designed for trucking (e.g., Trucker Path or Road Lord) it is the responsibility of the app to track updates posted to the 511 sources updated by KYTC () and ODOT (). While the project website does not produce a virtual route for users, you can visit the Project Virtual Room for a visual representation of the improvements, including ramp locations. This site allows you to see the plan view as well as simulated drone views of the project when completed.

Comment Number	Nature of Comment	Comment	Response
715	Construction	6/3/26 - Web Comment - Inquiring if there is a need for a carpenter crew to help build a tower. We all work with Blackswamp Steel on the Geordie Howe in Detroit.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
716	Construction	6/4/26 - Web Comment - Hello my name is [REDACTED]. I have construction experience and I'm looking to advance my knowledge in this field and build my resume. I am very interested in this opportunity to help and learn with this project the brent spence bridge. I feel like this would be a great opportunity as I am willing to learn new techniques and bring my own personal knowledge. I have a background in construction and bull dozing, hvac, and light electrical. Please feel free to message me back via email. [REDACTED] or just reach me at my cell number, [REDACTED]. I will be looking forward to hearing back from someone from your team thank you for your time	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
717	Webpage	6/4/26 - Web Comment - Good afternoon Like myself I am sure their are plenty of individuals in the tri-state that would love to be able to see the progress of the new bridge without having to travel over the current bridge. Will there be a camera mounted anywhere so we can view the construction progress over the next several years? Thank you [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. While there will be no project sponsored live webcam for the project, video updates will be provided on the project's YouTube channel. You can go directly to the channel here: https://www.youtube.com/@brentspencebridgecorridor or search "Brent Spence Bridge Corridor" on YouTube or your preferred search engine. The YouTube channel already has a variety of videos uploaded including project updates, project background, detour information and will be updated throughout the project. We encourage you to subscribe to the channel so you can stay informed.

Comment Number	Nature of Comment	Comment	Response
718	Construction Closure	6/5/26 - Web Comment - Is the NB 75 ramp at Pike and Simon Kenton Way going to remain open to get to I71 north through Cincinnati?	Thank you for your interest in the Brent Spence Bridge Corridor Project. In the final configuration, the on ramp from Pike Street and Simon Kenton Way to access the interstate routes will remain open. That ramp will take you to the existing Brent Spence Bridge (carrying local traffic) which will then have connections to both I-75 and I-71. Virtual renderings, fly-through videos and plan views of the project corridor are available at: https://aecomvr.com/BrentSpence/. However, the on ramp from Pike Street and Simon Kenton Way will have to close for a period to be rebuilt during construction of the corridor. Information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/construction-updates/travel-updates/. I would also encourage you to sign up for traffic updates on the project website (https://brentspencebridgecorridor.com/construction-updates/travel-updates/#sign-up-updates).
719	Construction	6/8/26 - Web Comment - I am trying to seek employment and would like the opportunity to work with you guys.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
720	Construction Closure	6/8/26 - Web Comment - Any future changes you make, for the love of all that is good, please ensure you have submitted the updates to various maps apps. I knew of the closures, and this morning checked both google maps and waze for my commute to Union. BOTH apps said to take the ramp onto 71/75 south from MLK. I had already planned an alternate route, but I'm also very local and have been for years. Imagine if I'd just moved to the area! The way you are communicating is horrible, the directions aren't clear and since you had been telling people "use your apps, they'll be updated" then you need to be sure they are updated at an appropriate time, esp for morning commutes. Shame on you for this today. I hope future updates are handled better.	The Brent Spence Bridge Corridor Project Management Team apologizes for the inconvenience caused by the reporting error that affected commute information. An internal process issue resulted in a delay in updating closure information, and the team was not aware of the discrepancy until after the morning commute on June 8. We have since improved our reporting procedures to help prevent similar issues in the future. KYTC and ODOT provide closure and detour information directly to navigation platforms such as Waze and Google Maps. Waze updates can be implemented almost immediately by project staff, while Google Maps uses a verification process that may result in a delay before changes appear. For the most current roadway and travel information, motorists are also encouraged to use Kentucky's https://goky.ky.gov/ and Ohio's OHGO resources for trip planning and traffic updates.
721	Construction	6/8/26 - Web Comment - I am interested in applying for a clerical position for the Brent Spence Bridge Project at the Walsh Kokosing office in Fort Wright, Ky. Please furnish the career website for these positions. Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
722	Construction	6/9/26 - Web Comment - This Message Is For Mr. Tommy Arnold. Ohio Department Of Transportation Project Manager. My Name Is [REDACTED] I am Seeking Career Intel, Information , Navigations, and A Conductor Of Applying For Career Opportunity As A (Entry Level Construction Logistics Manager/ Coordinator Technicians) For The Brent Spence Brent Corridor Constructions Careers Cincinnati ,Ohio. I Am A U.S. Navy Pershing Gulf Gas Turbine Mechanical Engineer Repair Technician Systems Logistic Analysis Power Auxiliary Operations. I Have An Associates Degree Mechanical Engineer Technician Gas Turbine Power Plant Equipment From Illinois Technical University Arts & Sciences. I Am A Recent Graduate Student Of [REDACTED] Logistics Inventory Management A.I. Systems, Transportation A.I. Software Internet Systems, Facilities Management A.I. Automations Systems, Warehouse Management Systems Software Internet Operations, Kitting & Marshaling Materials For A.B.C. Customers. Received All Certification In Courses Studied; Certified Logistics Associates, Certified Logistics Technician Operations, Distributions Power Heavy Industrial Equipment. Upon Receiving This E-Mail Can You Contact I [REDACTED] With The Proper Instruction To The Evolvement and Elevation Of Becoming A Professional Committed Employee With Sincere And Respectful Appreciation. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
723	Construction	6/9/26- Web Comment - Hello I'm interested in being a construction working I have decent experience in just about everything. I can't seem to find where to apply for the job!	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

724	Project Footprint Information Request	6/11/26 - Web Comment - Dear Brent Spence Bridge Project Manager, I am writing to you in my capacity as the Owner's Advocate and Resource Navigator representing New Dimensions of Independence a veteran owned property management company; the owner of the properties located at [REDACTED] in Cincinnati. These properties fall within the Area of Potential Effects (APE) for the proposed Western Hills Viaduct Interchange improvements, a component of the Brent Spence Bridge Replacement/Rehabilitation Project (ODOT PID No. 75119). As part of my advisory role, I am assisting the owner in evaluating long-term asset plans, which includes the potential market disposition of these properties. Given the project's planning horizon and the implications of the proposed West McMicken Avenue Historic District (as identified in previous project documentation), I am seeking clarity on the following items to properly advise the owner: Current Project Status: Are there finalized or updated design plans that specifically impact these parcels regarding potential right-of-way acquisition or construction-related disturbances? Historic Status Consultation: Have there been recent consultations with the State Historic Preservation Office (SHPO) regarding the status of the West McMicken Avenue Historic District that would affect private property usage or future development? Guidance for Owners: Could you direct me to the appropriate point of contact within ODOT District 8 who can provide parcel-specific technical information to assist in my advisory work and ensure transparency with potential future buyers? I understand that project designs evolve and that the previous documentation serves only as a historical baseline. Any current information you can provide, or specific channels through which I can access updated project impacts, would be greatly appreciated to help me ensure the owner has the most accurate data for their decision-making. Thank you for your time and assistance.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The referenced properties are outside the construction limits for the BSB Corridor Project. As concluded in the revised Supplemental Environmental Assessment (SEA) issued in May 2024, there will be no effect on the West McMicken Avenue Historic District. This determination remains unchanged and, therefore, there has been no recent consultation related to the historic district with the SHPO for the BSB Corridor Project. You can view the SEA and supporting historic reports on the project website in the Document Center: https://brentspencebridgecorridor.com/documents/. For any additional parcel-specific information and for information regarding the Western Hills Viaduct project, we recommend contacting the City of Cincinnati. The Western Hils Viaduct project website can be found at https://www.cincinnati-oh.gov/dote/dote-projects/western-hills-viaduct/

Comment Number	Nature of Comment	Comment	Response
724 (cont.)	Project Footprint Information Request *(cont.)*	*(cont.)* Sincerely, [REDACTED] Owner's Advocate / Resource Navigator [REDACTED]	
725	Traffic	6/15/26 - Email Comment - Do you have a map that would outline the detours versus just text? Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. Information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/. Click or tap on "Details" or the plus button for the travel advisory or long-term closure of interest to get more information about the impact and maps showing the closures and detours.
726	Travel Updates	6/17/26 - Web Comment - Hello, quick question. We "heard" at a Chief's meeting that a portion of I-71 will be closing. Are you able to provide any specific information about this or even confirm is this is in fact true? Thanks	Thank you for your interest in the Brent Spence Bridge Corridor Project. Moving into 2027, crews in Ohio will begin rebuilding connections at the west end of Fort Washington Way (a one-mile stretch of sunken freeway carrying I-71 and US 50 south of the city). Ramps to Fort Washington Way from I-71 northbound, I-75 southbound, and US 50 eastbound will close to support this work, as will the ramp to I-75 northbound from Fort Washington Way. Information about upcoming construction activities, traffic changes, and closures are available at: https://brentspencebridgecorridor.com/construction-updates/. In the "A Look Ahead" section, you will find a video and maps showing planned construction activities and anticipated roadway and ramp closures in 2027. You can also visit the project website to view short-term travel advisories and sign up for travel alerts to have closure and detours emailed directly to you: https://brentspencebridgecorridor.com/construction-updates/travel-updates/.

Comment Number	Nature of Comment	Comment	Response
727	Design Details	6/23/26 - Web Comment - Good morning. I live in the Mainstrasse neighborhood of Covington and a block away from the I-71/I-75. My understanding is that the south exit from the bridge on to West 5th Street near the Radisson Hotel will be closed permanently. If this is correct, what is the rationale for this permanent closure? This should not be closed permanently.	Thank you for your interest in the Brent Spence Bridge Corridor Project and travel changes associated with the 5th Street ramp in Covington. As part of project design refinements (also called innovations) developed by the Kentucky Transportation Cabinet in partnership with the Design Build Team, the southbound ramp to West 5th Street on the west side of the interstate will be permanently closed. However, southbound traffic wanting to access north Covington will still be able to utilize the collector-distributor system (the existing Brent Spence Bridge) to exit onto West 5th Street on the east side of the interstate in Covington. Traffic wanting to access West Covington can then travel north on Philadelphia to West 3rd Street to a new two-lane, three-legged roundabout intersection with Crescent Avenue. This change was part of a series of design refinements intended to reduce project impacts and costs. This refinement and the closing of the local 5th Street from Crescent Avenue to under I-71/75 allows the vertical profile of the mainline interstate to be lowered by approximately 20 feet. You can find further information on the design refinements in Kentucky on the project website: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_2025-08%20.pdf. The refinements to West 5th Street are included in the description of Kentucky Innovation 1 on document pages 5 through 6. Alternatively, you can view renderings and plan views of the improvements in the Project Virtual Room at https://aecomvr.com/BrentSpence/

Comment Number	Nature of Comment	Comment	Response
728	General	6/24/26 - Web Comment - I wish more contractors had presentations of the finished project. I live in Columbus, Ohio and knowing what to expect is greatly appreciated. I love that the northbound folk will get a splendid view of the city as they cross. Thank you for this. I hope to be around when it is completed. [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been noted.
729	Construction	6/26/26 - Web Comment - Looking for an employment opportunity I have my class A, no restrictions, hazmat and tankers	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

730	Design Details	7/7/26 - Web Comment I was viewing the arial renderings of the Ohio side approach to the new bridge today and I had a question. When viewing these arial drone renderings of I75 South, they show the I75 South “through” traffic as approaching the Ohio River on the right most side of I75 with “local” traffic using the left lanes to get off at a new ramp to 7th Street or take the old bridge to Covington. Since the rendering do not show anything North of Linn Street, it is unclear is how “local” traffic and “through” traffic get to be where they are situated in the arial renders. Since nothing North of Linn Street is shown, I assume those renderings/drawings are not yet final for this lead up to the new bridge layout and subject to change (I hope). It has been previously noted that once this is all completed, that drivers on I75 South will have a set " decision point" where they will need to determine whether they are using the “local” (old bridge) route to get to Downtown Cincinnati or Covington or use the “through” (new bridge” route. In reviewing the Kentucky side, it all seems to flow nicely with right hand side off ramps for the “local” traffic and “through” traffic keeping left. But on the Ohio side, if the renderings are to be taken as they currently are and built out, this would mean that leading up to that “decision point”, that traffic which has been in the left most lanes of I75 South for several miles leading up to the Ohio River/new layout will need to weave across several lanes in order to be in the right most lanes to be in the “through” lanes while “local” traffic, getting on I75 South anywhere from Hopple St to the lead up to the “decision point”, will need to weave through the “through” traffic in order to get in the left most lanes before the “decision point” in order to reach Downtown Cincinnati or Covington. I worry that this will cause unnecessary congestion and accidents. This is in no way a critique of the current design, I am a big fan of its smaller footprint downtown, less confusion, and proposed connectivity. But in order to keep the proposed new layout as it is, I would like to propose how this weaving be resolved. I would like to suggest that at this “decision point”, wherever it determined to be at, has “local” traffic keeping to the right lanes and the left most traffic keeps left lanes for “through” traffic. In order to align with the redesigned layout currently shown in renderings available, this would require either the “local” or “through” lanes to then have to flip to the other side of the other via a flyover. I think this would be a necessary addition to the project in order to prevent future congestion and last minute weaving that inevitably leads to accidents. Thank you for	Thank you for your interest in the Brent Spence Bridge Corridor Project. The current design north of Linn Street can be seen in Re-evaluation 3, Attachment 4, on pages 108 and 109 available here: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Reevaluation-3-May-2026.pdf. The decision point will be located at the existing location of the off-ramp for Gest Street and Freeman Avenue and is approximately 1.8 miles from the southbound Hopple Street on-ramp to I-71/I-75. Between Hopple Street and the Western Hills Viaduct there are five lanes, not including two lanes created for the exit to the Western Hills Viaduct and the relocated exit for Gest Street and Freeman Avenue (approximately 1,000 feet north of the existing location). This configuration, along with the approximately 1.8 miles of distance leading up to the decision point, is designed to provide adequate distance for traffic to position itself between the through (interstate) lanes and the local lanes. In addition, the on and off ramps from Ezzard Charles Drive have been removed, which lessens congestion in this section of the corridor. More broadly, the project's collector-distributor (C-D) system is specifically designed to reduce weaving movements. By separating through (interstate) traffic from local traffic and keeping them separated over a longer distance, the C-D system reduces weaving and the associated risk of crashes. The existing Brent Spence Bridge will carry local traffic as part of this C-D system, while the new companion bridge will carry through (interstate) traffic. For a summary of the traffic in the projected build year, see: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/BSB_IMS_Addendum_Approved_20260109-1.pdf

Comment Number	Nature of Comment	Comment	Response
730 (cont.)	Design Details *(cont.)*	*(cont.)* taking the time to read this and I hope that this can be properly addressed. Maybe it can even improve to connection possibilities to the future Western Hills Viaduct replacement bridge! Sincerely, [REDACTED]	
731	Construction	6/29/26 - Web Comment - Hi Greetings I was referred to your company and I'm reaching out regarding a New Bridge Construction. Scheduled So Begin As Soon As Possible .. We Are Seeking A Qualified Contractor For This Project , We Would like To Request A Quote For This Project, Including Materials, Labor, And Estimated Timeline. I'll Be Glad To Share The Project Plans, Drawings, Scope, Concepts, Address And Other Relevant Details Via One Drive To Help You Prepare An Accurate Quote And Outline For The Project. Looking forward to hearing from you, Thank You For Your Time And Consideration. Sincerely, [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
732	Design Details	6/29/26 - Web Comment - Will we be able to see in the future at some point a map of what everything will look like once the project is totally complete. A Detailed Rd., street highway map, including the two bridges.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You can view renderings of the project in the project virtual room on the project website (https://aecomvr.com/BrentSpence/). Additionally, Re evaluation 3 includes an exhibit illustrating the proposed improvements. Please refer to Re-evaluation 3, Attachment 4, on pages 102-109 for detailed plan views along the project corridor: https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Reevaluation-3-May-2026.pdf

733	Construction	6/30/26 - Web Comment - Canadian Barge Builders is clearing out available inventory. For the next 4 weeks only, we are offering our heavy-duty 10' × 40' × 5' all-steel sectional barges at a reduced price. These barges were $37,500 USD and are now marked down to only: $35,000 USD per barge That is a savings of $2,500 USD per barge, making this a strong opportunity for companies looking to add equipment, expand marine project capacity, or secure barges before their next job starts. Our barges are built for real jobsite use and are ideal for: Dredging projects Dock and marina construction Seawall and shoreline work Bridge construction and repairs Pile driving support Crane and equipment platforms Marine transport and staging Shallow-water access projects Construction support on rivers, lakes, ports, and coastal sites Each barge is built with strength, durability, and working conditions in mind. These are not light-duty units — they are made to support contractors who need dependable floating work platforms that can handle tough marine environments. The 10' × 40' × 5' size is one of the most useful and versatile barge sizes for contractors because it is easy to move, easy to stage, and can be used individually or combined with other sections depending on the job. Whether you are working in tight access areas, shallow water, bridge sites, marinas, canals, rivers, or shoreline construction zones, these barges are designed to work where larger equipment may not be practical. These barges are available quickly and can be shipped promptly across North America. If you have upcoming work this season, this is a good chance to secure equipment without waiting months for new production.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
733 **(cont.)**	Construction *(cont.)*	*(cont.)* Available options may include: Spud wells Raked ends Reinforced decks Crane pads Winches Hatches Custom paint Additional connecting hardware Custom layouts for specific project needs Inventory is limited, and once these marked-down barges are sold, this pricing will no longer be available. To check current availability, request photos, discuss options, or get a shipping quote, simply reply to this email and let us know: We can provide quick pricing, availability, photos, and shipping estimates. ORDER NOW,	
734	Construction	7/2/26 - Web Comment - Hello, We offer trained human Virtual Assistants supported by our custom-built AI system, MAVIS (My Advanced Virtual Intelligent System), that easily replaces the workload of a 10-person team — handling marketing, admin, social media, lead generation, CRM management, content creation, customer support, and more. The best part is that you simply delegate tasks to one trained VA (full-time or part-time), and we handle the execution. Open for discussion?	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
735	Construction	7/4/26 - Web Comment - Hi, I work in Frankfort, and help many local companies. I was hoping I could come by and offer a complimentary cleaning bid? Thank you in advance for your response. All the best, [REDACTED] Respond with stop to optout.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
736	Webpage	7/4/26 - Web Comment Hey, I was browsing your site without a mouse and ran into a few issues. Couldn't tab through a couple of the forms and some of the text was hard to read against the background. I do this stuff for work so I see it a lot. I noticed you've got an accessibility tool installed but it's not picking up the real errors — those things don't actually change your code, they just put a band-aid over it. A friend of mine had one and still got a demand letter. Just figured you'd want to know. Happy to send over what I found if it's helpful.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been noted and communicated to pertinent project staff.

737	Design Details	7/7/26 - Web Comment - I was viewing the arial renderings of the Ohio side approach to the new bridge today and I had a question. When viewing these arial drone renderings of I75 South, they show the I75 South “through” traffic as approaching the Ohio River on the right most side of I75 with “local” traffic using the left lanes to get off at a new ramp to 7th Street or take the old bridge to Covington. Since the rendering do not show anything North of Linn Street, it is unclear is how “local” traffic and “through” traffic get to be where they are situated in the arial renders. Since nothing North of Linn Street is shown, I assume those renderings/drawings are not yet final for this lead up to the new bridge layout and subject to change (I hope). It has been previously noted that once this is all completed, that drivers on I75 South will have a set " decision point" where they will need to determine whether they are using the “local” (old bridge) route to get to Downtown Cincinnati or Covington or use the “through” (new bridge” route. In reviewing the Kentucky side, it all seems to flow nicely with right hand side off ramps for the “local” traffic and “through” traffic keeping left. But on the Ohio side, if the renderings are to be taken as they currently are and built out, this would mean that leading up to that “decision point”, that traffic which has been in the left most lanes of I75 South for several miles leading up to the Ohio River/new layout will need to weave across several lanes in order to be in the right most lanes to be in the “through” lanes while “local” traffic, getting on I75 South anywhere from Hopple St to the lead up to the “decision point”, will need to weave through the “through” traffic in order to get in the left most lanes before the “decision point” in order to reach Downtown Cincinnati or Covington. I worry that this will cause unnecessary congestion and accidents. This is in no way a critique of the current design, I am a big fan of its smaller footprint downtown, less confusion, and proposed connectivity. But in order to keep the proposed new layout as it is, I would like to propose how this weaving be resolved. I would like to suggest that at this “decision point”, wherever it determined to be at, has “local” traffic keeping to the right lanes and the left most traffic keeps left lanes for “through” traffic. In order to align with the redesigned layout currently shown in renderings available, this would require either the “local” or “through” lanes to then have to flip to the other side of the other via a flyover. I think this would be a necessary addition to the project in order to prevent future congestion and last minute weaving that inevitably leads to accidents. Thank you for taking the time to read this and I hope that this can be properly addressed. Maybe it can even improve to connection possibilities to	This individual also provided Comment 730. A single response was provided (see response to Comment 730).

Comment Number	Nature of Comment	Comment	Response
737 (cont.)	Design Details *(cont.)*	*(cont.)* the future Western Hills Viaduct replacement bridge! Sincerely, [REDACTED]	
738	Multimodal	7/10/26 - Web Comment - The bicycle improvements (barely any at all) included with this project is a joke. Shared use paths force bicyclists to ride on a glorified sidewalk, dodge pedestrians and pedestrians walking dogs, stop over and over again at every intersection and driveway, and never have the right of way at signalized intersection unless a ped signal has a walk indication. If I-275 was not built so far out (excessive mileage to bypass Cincinnati), I-71/I-75 in the Brent Spence corridor would not be so overloaded with traffic.	This individual also provided Comment 708. A single response was provided (see Comment 708).
739	Miscellaneous	7/12/26 - Web Comment - The video of the new traffic flow is really beautiful. I think I will be a happy commuter to Hebron for the next 20 years.	Thank you for your interest in the Brent Spence Bridge Corridor Project. Your comment has been noted.

Comment Number	Nature of Comment	Comment	Response
740	Traffic	7/14/26 - Web Comment - will the 2nd street exit to downtown from Clay Wade Bailey bridge stay open?	Thank you for your interest in the Brent Spence Bridge Corridor Project. West 2nd Street is currently reduced to one lane between the Clay Wade Bailey Bridge and Elm Street, and this reduction in lanes will remain in effect through the Spring of 2027. During this time the exit from the Clay Wade Bailey Bridge will remain open. This connection is planned to be closed to reconstruct this portion of the bridge starting in the summer of 2027, and more information will be available as construction progresses. Information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/. Select either Kentucky or Ohio and then choose between Short-Term Travel Advisories or Long-Term Road Closures. Click or tap on “Details” or the plus button for the travel advisory or long-term closure of interest to get more information about the impact and maps showing the closures and detours. Please also consider signing up for travel alerts to have closure and detours emailed directly to you, which is available at the previous link.
741	Construction	7/15/26 - Web Comment - Hello, I am an owner operator of a six axle dump truck. I’ve been on a lot of construction jobs with my dump truck, and I was looking to see about being on your project. If someone could contact me, I would deeply appreciate it. Thank you.! [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
742	Traffic	7/16/26 - Web Comment - HI. I see a message board on Central Ave saying 3rd Street will be closed on July 17th. I assume this is related to the BSB project, but there is no information on your website about this closure. How many days will the closure last? Is it permanent? How much of 3rd Street will be closed? Can drivers still access the Clay Wade Bailey Bridge if they are coming from the west? Thank you.	Thank you for your interest in the Brent Spence Bridge Corridor Project. West 3rd Street was temporarily closed from July 17 to July 23 for the removal of the I-71 Northbound ramp to Second Street bridge which is part of the long term closure. Access to the Clay Wade Bailey Bridge was maintained throughout the closure of West 3rd Street. Information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/. Select either Kentucky or Ohio and then choose between Short-Term Travel Advisories or Long-Term Road Closures. Click or tap on “Details” or the plus button for the travel advisory or long-term closure of interest to get more information about the impact and maps showing the closures and detours. I would also encourage you to sign up for travel alerts to have closure and detours emailed directly to you, which is available at the previous link.
743	Construction	7/20/26 - Web Comment - I am a journeyman carpenter out of local 706 Saginaw Michigan and I am interested in bridge work I have experienced in concrete forms	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.
744	Miscellaneous	7/20/26 - Web Comment -Hello We are writing to express our interest in engaging your services for an upcoming project and to request a formal quotation for the required scope of work. Your prompt response will assist us in maintaining our project timeline. We look forward to the opportunity to work together. Best regards	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
745	Traffic	7/21/26 - Web Comment - I am writing to notify you of an urgent safety concern related to the current detour routing traffic onto Court St and Mound St due to the Brent Spence Bridge construction. My home is located at [REDACTED], directly at the intersection of Mound St and Court St, in the middle of the detour pathway. At present, Linn St detour traffic is routed east on Court St and south on Mound St. Mound St is a narrow residential street that was not designed to accommodate frequent large-vehicle traffic. As a result, oversized vehicles – including tractor trailers – are routinely making turns at Mound St and Court St that exceed the roadway's turning radii. This has created an ongoing and significant hazard for residents. The utility pole at the intersection, along with the detour signage, is struck by vehicles on a weekly basis. Most recently, a truck hit the pole at approximately 3:30 am today. I can provide video documentation of this incident. My home sits extremely close to the power pole, and given that this pole has already been struck and damaged in the past, I am increasingly concerned about the likelihood of substantial damage to my property, not to mention the danger to residents should the pole collapse or if a truck loses control. I respectfully request immediate review of this situation. A potential solution would be: -- Rerouting the detour further east to Central Ave, where traffic volumes and vehicle sizes can be more appropriately managed -- Restricting truck traffic from entering Mound St to reduce risk to residents and property. I appreciate your prompt attention to this matter and would welcome the opportunity to provide video evidence. Please advise on next steps or any additional information you may need. Sincerely, [REDACTED]	A member of the project team reached out to the individual.

Comment Number	Nature of Comment	Comment	Response
746	Noise	7/27/26 - Web Comment - Good morning, I live near the project site and noticed that this morning, 7/27, the trucks began working in the lower area of Goebel Park before 7am. It's my understanding that, per city of Covington ordinance, construction work could only take place between the hours of 7a-6p. Has that changed, and will trucks now be working throughout the day and night? Thanks, [REDACTED]	Thank you for your inquiry regarding the Brent Spence Bridge Corridor Project as it relates to the work schedule for construction in Covington. Current construction activity is not expected to occur continuously throughout the day and night; however, some activities may occasionally require work outside typical construction hours. The City of Covington's noise ordinance exempts construction activities from noise restrictions between 7:00 a.m. and 6:00 p.m. In some cases, exemptions to the City of Covington's noise ordinance may be granted on a case-by-case basis to allow work outside those hours or activities that exceed the established thresholds. Exemption requests are reviewed by the Kentucky Transportation Cabinet (KYTC) and the City of Covington based on factors such as the type of activity, anticipated noise impacts, and duration. The contractor is required to ensure compliance with all applicable state noise standards and local noise ordinances, as well as coordinate with KYTC and the City of Covington on appropriate noise abatement measures.
747	Construction	7/28/26 - Web Comment - Has consideration been given to banning trucks within the I275 core during the multiple year project? They have done something similar in Atlanta. Or perhaps a ban between the hours of 6 to 9am and 4 to 7pm. Of course only trucks that do not have a drop anywhere within the core.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Federal law establishes the Interstate Highway System as a national network that supports interstate commerce and generally preserves access for commercial motor vehicles. As a result, states have limited authority to prohibit commercial motor vehicles from using Interstate highways. In anticipation of companion bridge construction for the BSB Corridor Project, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) worked with the Walsh-Kokosing Design Build team to develop the alternate detour route for the through traffic using portions of I-275 and I-471. Alternate detour signs were installed in late July 2026, and information about the route was shared electronically with trucking firms through ODOT's partnership with DriveWyze.

Comment Number	Nature of Comment	Comment	Response
748	Travel Updates	7/30/26 - Web Comment - So many exits closed! Why not just tell me whats opened!?	Thank you for your interest in the Brent Spence Bridge Corridor Project. When ramps or local streets need to be closed, signed detours are put in place to route travelers to open routes. For the most current, real-time picture of what is open and how to get to your destination, we recommend the following resources: • Project website – Travel Updates: The travel updates page features maps that detail current closures, short-term travel advisories and long-term road closures. In addition, the travel updates page includes a map showing all available connections to downtown Covington and Cincinnati. You can find this page at: https://brentspencebridgecorridor.com/construction-updates/travel-updates/. You can also sign up on that page to have closure and detour information emailed directly to you. • Navigation apps: The Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate all road closures and detours to navigation apps like Waze and Google Maps so they can provide routes as close to real time as possible. • 511 travel resources: KYTC's GoKY (https://goky.ky.gov/) and ODOT's OHGO (https://www.ohgo.com) are also excellent tools for trip and route planning and will show you the open routes to your destination.
749	Construction	7/30/26 - Web Comment - When do you expect to start the caissons? That would be interesting to watch.	Thank you for your interest in the Brent Spence Bridge Corridor Project. The current schedule has the construction of the caissons beginning in October of this year on the Ohio side of the river and February of 2027 on the Kentucky side of the river.

Comment Number	Nature of Comment	Comment	Response
750	Construction Schedule	7/31/26 - Web Comment - Hi. I am desperate to ask for a remedy for parking on W 11th street. This work is making it impossible for my tenant to have parking or to get safely to her apartment/home at 619. Due to the bridge work in replacing 12th street ramps, there is now work on the gas meter and also more pipes - requires holes in my wall, a wall from 1891. I want to hire an engineer-preferably one familiar with this bridge project to make sure my wall is safe from all the pounding. I thought they would build parking at the beginning of w 11th street in Covington. The state and city have done nothing for W 11th Street, and the suggestion of a new playground will appear pretty but become the 3rd playground to fail in the exact same spot due to drug use at and near the playground named Father Hans Playground. The school children never use it because needles are found in the grass - all up along w 11th street. I'm trying to get police to patrol, and park recreation dept to cut grass daily or at least every other day. But it should be a parking pad assigning each house a spot to park, especially houses without parking pads, garages or backyard parking. Please help me. Please call me. I am not receiving any responses to my request thus far, as I want to talk with someone who can provide me with real progress. Sincerely [REDACTED] West 11th Street Matters	A member of the project team reached out to the individual

Comment Number	Nature of Comment	Comment	Response
751	Traffic	8/6/26 - Web Comment - Please “require” semi’s traveling thru northern Kentucky and Cincinnati to use 275 around the city. With the narrowing of lanes on both sides of the Ohio river plus winter coming, it will be very dangerous. I live in Covington and experience this daily.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Federal law establishes the Interstate Highway System as a national network that supports interstate commerce and generally preserves access for commercial motor vehicles. As a result, states have limited authority to prohibit commercial motor vehicles from using Interstate highways. In anticipation of companion bridge construction for the BSB Corridor Project, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) worked with the Walsh-Kokosing Design Build team to develop the alternate detour route for the through traffic using portions of I-275 and I-471. Alternate detour signs were installed in late July 2026, and information about the route was shared electronically with trucking firms through ODOT’s partnership with DriveWyze. Oversize/overweight vehicles are also subject to additional restrictions within the project corridor. Information regarding these restrictions is distributed to motor carriers through KYTC’s Overweight/Over-Dimensional permit process (https://drive.ky.gov/Motor-Carriers/Pages/default.aspx).
752	Construction	8/8/26 - Web Comment - Hello, I am a Union Member laborers local 265, currently working in delivery, looking to get back into construction if I can find a company who can work with me on a start date so I can give proper notice. I am doing Amazon delivery and want that to be an option to come back to. I would like to find a good company in heavy highway to work for long term in construction and if that’s something that you can help me I appreciate it. I’m going on 7 years as a member and have about 5 years active experience. Done a lot of concrete, been on a bridge job, and can show all experience if needed.	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
753	Design Details	8/10/26 - Web Comment - As an engineer I hate seeing short sighted politically motivated design decisions. Why can't anyone see the disaster of 8 lanes coming off of 2 bridges going up a hill throttling down to half as many lanes only to run into another bottleneck at 275 interchange. This is rediculus. You don't fix any problems by creating another one come on, man!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The Brent Spence Bridge Corridor Project in Kentucky is focused on a new Ohio River crossing and Interstate I-71/75 roadway improvements from the bridge to south of the Dixie Highway Interchange. As part of that project, the alternative selected in the Finding of No Significant Impact (FONSI), issued May 2024, meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. 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. Traffic data was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns the routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. For more detailed information, including traffic analyses, refer to the revised Supplemental Environmental Assessment (May 2024), and Re-evaluation 1 (August 2025) which can be found in the Document Center on the project website: https://brentspencebridgecorridor.com/documents/. In addition to the Brent Spence Bridge Corridor Project, the Kentucky Transportation Cabinet is evaluating the I-71/75 and I-275 Interchange through a separate project. The northern I-71/75 limits of that project extend through the Buttermilk Pike exit. I encourage you to also follow the project the project website at https://www.75275interchange.org/

Comment Number	Nature of Comment	Comment	Response
754	Traffic	8/13/26 - Web Comment - I wrote earlier but have not heard back. Since 30,000+ trucks use the bridge each day, requiring them to use I275 during the construction phase would ease the current traffic. Isn't that like the whole idea of building the companion bridge? [REDACTED]	This individual also provided Comment 747. A single response will be provided (see Comment 747).

755	Alternatives	8/16/26 - Web Comment - Hi! I recognize my urban and highway planning skills are more of an interest than a profession but having seen the project's renderings I am thoroughly convinced that the approach selected by the team is not a good one. The spaghetti interchange especially in downtown Cincinnati, while freeing up land, creates an incredibly complex weave of different roadways in many different directions, with an unclear routing for people who regularly travel across the bridge or might need to take an exit into downtown. I strongly urge the designers to consider a simpler, more straightforward arrangement such as having one bridge carry I-71 Traffic and the other I-75 to save us from two generations worth of confusion and horrendous traffic bottlenecks caused by confused drivers. The project also doesn't seem to meaningfully address the main bottleneck currently causing traffic backups which is that semi trucks are unable to accelerate up the hill on the Kentucky side fast enough due to its very steep slope. Adding more travel lanes really isn't going to solve this problem because in a 2-3 years induced demand will simply catch up and we'll be right back where we are now.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The alternative selected in the Finding of No Significant Impact (FONSI), issued May 2024, meets the project purpose and need, which is to improve traffic flow and level of service, improve safety, correct geometric deficiencies, and maintain connections to key regional and national transportation corridors. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor (C-D) system specifically designed to improve traffic flow—separating through (interstate) traffic from local (destination) traffic and keeping them separated for longer distances. This improves both operations and safety by reducing weaving movements, and the project also addresses design deficiencies such as substandard shoulders and left-hand exits. Traffic data for the project was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns the routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. The regional travel demand model indicates about 70 percent of the traffic in the BSB corridor has origins and destinations north of the I-71/I-75 split in Kentucky and south of I-275 in Ohio. Under existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area currently serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the BSB. The proposed improvements add lanes to I-71/I-75, reducing these bottlenecks and allowing more traffic to pass through the corridor without slowing or stopping due to congestion. The lane configurations throughout the corridor, including where the bridges tie into the mainline and at adjacent interchanges, were established through the traffic operational analyses conducted using these projected volumes. Indeed, traffic projections show that adding lanes will increase traffic volumes in the BSB 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

Comment Number	Nature of Comment	Comment	Response
755 (cont.)	Alternatives *(cont.)*		*(cont.)* trips). The BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the OKI regional travel demand model through the year 2050. For more detailed information, including traffic analyses, refer to the revised Supplemental Environmental Assessment (May 2024), and Re-evaluation 1 (August 2025) which can be found in the Document Center on the project website: https://brentspencebridgecorridor.com/documents/.
756	Safety	8/21/2026 - Web Comment - Please please turn the highway lights on in the " cut in the hill" thru the construction areas. It's a driving hazard.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project and your expressed concern about interstate lighting. We understand your concern. The Kentucky Transportation Cabinet (KYTC) previously deferred replacement of the lighting system to avoid duplicating costs prior to construction of the BSB Corridor Project. In the interim, KYTC replaced overhead lighting in 2023, but reliability of the lighting has continued to be an issue because of the lighting system is over 50 years old. More recently, KYTC has decided to install new conduit and wire for the median barrier lighting from the Ohio River to Kyles Lane, providing reliability of the system needed to light the roadway. When completed, the lighting system will be operational throughout the BSB Corridor, including the "Cut in the Hill" section. Weather permitting, installation of the new electrical service is anticipated to be completed by the end of this month.
757	Construction	8/21/2026 - Web Comment - I'm looking to apply for a laborer position for the project if you could return an email to me or call [REDACTED] and leave a voicemail stating who you are and the exact phone number to call back to I would love to discuss how i can apply and become apart of a labor crew that would be a monumental moment in my lifetime due to the fact that i was born and raised in northern Kentucky once again i hope to hear from you soon thank you for your time and i look forward to hearing from you. sincerely; [REDACTED]	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.

Comment Number	Nature of Comment	Comment	Response
758	Construction	8/26/26 - Web Comment - Hello all! I represent the Palm Saturday Lenten Pilgrimage sponsored by the Diocese of Covington. On March 20, 2027 this annual event will be in its fifth year! We had over 600 participants last year. My question is, to the best of your knowledge, will the construction interfere with the foot traffic route from MLK to Bullock for people to access St John Evangelist on West Pike St and then from St John Evangelist to Mother of God via West Pike. Your input regarding this is greatly appreciated!	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. Because construction schedules can change, it is too early to determine the status of specific sidewalks and footpaths on March 20, 2027. That said, the Kentucky Transportation Cabinet is committed to maintaining pedestrian access throughout construction. While access along MLK to Bullock and West Pike Street may be temporarily affected as construction progresses, safe pedestrian passage will always be maintained on one side of the roadway, unless other temporary pedestrian accommodations are provided. Because your event is annual and recurring, we encourage you to monitor and sign up for the project's travel updates as your date approaches. You can view short-term travel advisories and long-term road closures, and sign up to have closure and detour alerts emailed to you, here: https://brentspencebridgecorridor.com/construction-updates/travel-updates/ Please feel free to reach out closer to the event date, and we would be glad to provide the latest information on construction activities and help identify the most suitable route options available at that time.

Comment Number	Nature of Comment	Comment	Response
759	Safety	8/27/26 - Web Comment - Hello, I appreciate the work being done in Covington, but earlier this week I was almost hit by one of the large white and black dump trucks near the overpass. It was being driven by a young man who could barely see over the steering wheel. He did not have a spotter to stop traffic, nor did he use any type of signaling to indicate he was going to turn in front of me and across to the other side. I had to slam my breaks. Safety first please as this is a heavy traffic area. This morning I witnessed another work truck turn into oncoming traffic. Again no spotter to stop oncoming traffic and almost caused a collision. Thanks in advance for addressing this. I hope to see some changes soon.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. We appreciate you taking the time to express your safety concerns and they have been shared with the construction contractor. The Kentucky Transportation Cabinet (KYTC) is committed to maintaining safe work zones, minimizing traffic impacts, and being a good neighbor throughout construction. Each project operates under a Traffic Management Plan (TMP), which establishes approved truck routes, site access points, and safety requirements designed to protect the traveling public and surrounding communities. To help ensure these standards are followed, KYTC actively monitors work zone operations and takes appropriate action when violations occur, including: 1. Immediate corrective action when construction vehicles do not follow approved routes or traffic control requirements. 2. Removal of drivers or vehicles from the project when unsafe or reckless behavior poses a risk to the public or work crews. 3. Coordination with local and state law enforcement to support traffic safety and enforce applicable laws. Construction vehicles are held to the same traffic regulations as all motorists and may be cited for violations. These measures help maintain a safe environment for residents, businesses, workers, and everyone traveling through the corridor. If you observe additional concerns, please continue to report them so they can be investigated.
760	Travel Updates	9/2/26 - Web Comment Will the John Street lot remain closed? The update listed on this site says it will be open the entire project but as of today 9/1/26 it is closed.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The John Street lot and on-street parking adjacent to the lot are permanently closed as of August 31st. This closure and other nearby parking lot closures can be found here: https://brentspencebridgecorridor.com/construction-updates/travel-updates-ohio/ under the heading “Parking Lot Closures.” The map under the same heading details nearby parking lots that are temporarily closed for project work as well as those that will remain open. Project staff reviewed the website and were unable to locate where you saw that the lot would remain open for construction.

Comment Number	Nature of Comment	Comment	Response
761	Construction	9/17/26 - Web Comment - Hello, I live in Covington at [REDACTED] where major construction has been taking place - the street and sidewalk directly in front of my house, as well as the 2 houses on the street east of mine, completely destroyed, active gas and water line work affecting my direct utility supply, as well as severe parking / access constraints. At the onset of the project construction the area was made aware of road closures and new traffic patterns, but the level of construction that is taking place has never been announced and the impact it has on our daily lives is significant. What can be done to improve the communication about what work will take place and when, and can we start the conversation for compensation for those impacted on this street? The construction effort cannot continue as it has.	Thank you for your interest and questions regarding the Brent Spence Bridge Corridor Project. I am the Kentucky Project Manager for the roadway project and can discuss the project with you. Please feel free to contact me at [REDACTED]

Comment Number	Nature of Comment	Comment	Response
762	Travel Updates	9/21/26 - Web Comment - Hello – wondering how long the Southbound I-75 Exit from 8th Street will be closed – the sign says it closed on 9/26 at 6:30 a.m. But that's an I-71/I-75 Exit – will it really be closed?	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The southbound I-75 on-ramp from 8th Street will close at 5:00 a.m. Saturday, September 26, and will re-open at 5:00 a.m. Monday, September 28. The closure of I-75 southbound beginning at Freeman Ave (Exit 1F) is part of the Linn Street Bridge project, which is separate from the BSB Corridor Project. ODOT is taking advantage of the closure to adjust traffic control for future work. By completing this work simultaneously a second full closure of I-75 will not be needed. Information on short-term travel advisories and long-term road closures are available on the project website: https://brentspencebridgecorridor.com/news-updates/long-term-road-closures/. Select either Kentucky or Ohio and then choose between Short-Term Travel Advisories or Long-Term Road Closures. Click or tap on “Details” or the plus button for the travel advisory or long-term closure of interest to get more information about the impact and maps showing the closures and detours. I would also encourage you to sign up for travel alerts to have closure and detours emailed directly to you, which is available at the previous link. You can also find information about existing and future closures as well as current traffic conditions at: https://www.transportation.ohio.gov/travel/driving/traffic-advisories/traffic-hamilton

Comment Number	Nature of Comment	Comment	Response
763	Design Details	9/27/26 – Web Comment - If it was originally designed to handle only 80k vehicles per day with 3 lanes, how in the heck is it expected to handle 233k vehicles per day by 2035 with only 5 lanes in each direction? Pure math would say it would need to be more like 9 lanes in each direction needed.	Thank you for your interest in the Brent Spence Bridge (BSB) Corridor Project. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model utilizing the industry standard methodology. The BSB Corridor Project incorporates a collector-distributor (C-D) system specifically designed to improve traffic flow—separating through (interstate) traffic from local (destination) traffic and keeping them separated for longer distances. As part of the C-D system, the existing BSB will be rehabilitated, returned to its original three travel lanes with shoulders in each direction, and repurposed to carry local traffic rather than both local and interstate traffic. The new companion bridge will provide five travel lanes in each direction and carry both I-75 and I-71 across the Ohio River. As a system, these improvements will improve traffic flow and safety throughout the corridor. For more information on traffic projections, please refer to the Interchange Modification Study Addendum (January 2026), available here: https://brentspencebridgecorridor.com/wp-content/uploads/2026/02/BSB_IMS_Addendum_Approved_20260109-1.pdf. You can also view renderings and plan views of the BSB Corridor Project improvements in the project virtual room on the project website (https://aecomvr.com/BrentSpence/).

Comment Number	Nature of Comment	Comment	Response
764	Construction	9/29/26 - Web Comment -Hello, I live on [REDACTED] where major construction has been taking place - the street and sidewalk directly in front of my house, as well as the 2 houses on the street east of mine, completely destroyed, active gas and water line work affecting my direct utility supply, as well as severe parking / access constraints. At the onset of the project construction the area was made aware of road closures and new traffic patterns, but the level of construction that is taking place was never communicated and the impact it has on our daily lives is significant: -there is nowhere to park as the road in front of my house is no longer existent and there are daily parking limits (via signage) up the street that are present at varying days/times with zero notice -the gas line to my house was directly impacted and led to duke energy having to enter my house, shut off the gas while the issue was fixed, and then turn it back on -we've been informed by the contractors that a pressure valve must be installed on the gas supply to my house because of the modifications to the larger network; this requires a pause in utility service and access to my home -there have been multiple disruptions to internet and energy services which impedes people in the household who work from home, directly putting their job at risk -there have been disruptions to the water service What can be done to improve the communication about what work will take place and when, and can we start the conversation for compensation for those impacted on this street? The construction effort cannot continue as it has.	This individual also provided Comment761. A single response was provided (see Comment 761).

765	Travel Updates	10/1/26 - Web Comment - Hi, I'm reaching out to ask where I can find the most current and reliable updates regarding the scope and timing of projects associated with the companion bridge construction, particularly in the Covington area. I follow KYTC District 6 on Facebook and Bluesky, and I also signed up for text alerts several weeks ago. However, I'm still having difficulty finding timely information about street closures, construction schedules, and traffic disruptions in certain areas. For example, I understood from an earlier Facebook post that the work along Pike Street, from Montague Street to the former Jillian's Way in front of the County building, was scheduled to take place from September 14–25. Today is October 1, and the work appears to have expanded. Because I work three jobs and drive frequently throughout the day, I try to plan my routes carefully to avoid delays. To bypass congestion on Pike Street, I typically take Lewis Street to Amsterdam Road. However, when I made what I expected to be a quick trip home between jobs at 9:55 a.m. today, I was surprised to find Lewis Street closed to all traffic. I understand that construction schedules can change and that unexpected conditions may affect the work. I also recognize the importance of allowing extra travel time and being patient during these projects. However, having access to timely, accurate information about closures and schedule changes would make it much easier for residents and commuters to plan accordingly. Could you please direct me to the best source for current updates on construction activities and street closures in Covington, including changes to previously announced schedules? If there is a dedicated webpage, notification system, or another communication channel that provides more detailed, location-specific updates, I would appreciate knowing about it. Thank you for your time and for your work coordinating these projects. I appreciate any guidance you can provide to help residents and commuters stay informed.	Thank you for your interest in the Brent Spence Bridge Corridor Project. We appreciate your patience and understand the importance of being able to plan your routes in advance. For the most current, real-time picture of what is open and how to get to your destination, we recommend the following resources: • Project website – Travel Updates: Project website – Travel Updates: The travel updates page features maps that detail current closures, short-term travel advisories and long-term road closures. In addition, the travel updates page includes a map showing all available connections to downtown Covington and Cincinnati. You can find this page at: https://brentspencebridgecorridor.com/construction-updates/. You can also sign up on that page to have closure and detour information emailed directly to you. • Navigation apps: The Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) communicate all road closures and detours to navigation apps like Waze and Google Maps so they can provide routes as close to real time as possible. • 511 travel resources: KYTC's GoKY () and ODOT's OHGO (https://www.ohgo.com) are also excellent tools for trip and route planning and will show you the open routes to your destination.

Comment Number	Nature of Comment	Comment	Response
766	Employment	10/1/26 - Web Comment Hello, I am a 2025 University of Cincinnati graduate. I have a B.S. in chemical engineering, and I am interested in joining this project. I have completed five co-op rotations during my time in school and feel that I can be a positive addition to this project. Please reach out to me as I would love to share my resume and discuss potential roles. Thanks!	Thank you for your interest in the Brent Spence Bridge Corridor Project. You may reach out directly to the design-build team regarding work on the project using the following email address: BSBBWE@walshgroup.com. Or visit the Walsh Kokosing Design-Build Team website at https://walshkokosing.com/. You can also visit the "Opportunities" page on the project website for links to resources for individuals that want to work on the project: https://brentspencebridgecorridor.com/explore-construction-careers/construction-contractor-resources/.