



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Federal Highway Administration  
Kentucky Division  
330 West Broadway  
Frankfort KY, 40601  
502-223-6720

Federal Highway Administration  
Ohio Division  
200 North High Street, Room 328  
Columbus, OH, 43215  
614-280-6896

March 6, 2026

In Reply Refer To:  
HDA-OH

**ELECTRONIC CORRESPONDENCE ONLY**

Pamela Boratyn, Director  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

Subject: Brent Spence Bridge Corridor Project Re-evaluation #2 [KYTC Project Item No. 6-17;  
ODOT PID 89068]

Dear Director Boratyn:

The Federal Highway Administration (FHWA) has received your transmittal with the documentation titled “Brent Spence Bridge Corridor Project, Re-evaluation 2,” dated March 5, 2026, and including supporting documents in appendices.

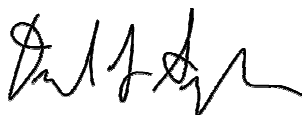
In accordance with FHWA 23 CFR 771.129, this document was prepared by the Ohio Department of Transportation (ODOT) and Kentucky Transportation Cabinet (KYTC) to evaluate proposed changes to the approved action and associated impacts by addressing all current environmental requirements. The purpose of this re-evaluation is to document the consultation with FHWA to establish whether the approved environmental document, including the revised Supplemental Environmental Assessment (SEA) and the Finding of No Significant Impact (FONSI), executed May 8, 2024 [2024 SEA/FONSI], and associated documentation remain valid.

Following approval of Re-evaluation #1 on August 13, 2025, detailed design progression led to additional design refinements in Ohio to support construction staging and clearing and grubbing activities, and a watermain relocation. Further, as part of this review, FHWA understands that environmental commitments included in the existing approved environmental documentation will apply to these activities and that additional commitments have been identified based on the project changes presented in this re-evaluation.

After review of the documentation, we concur with the KYTC and ODOT's conclusion that the approved environmental documentation, the 2024 SEA/FONSI, is still valid for the Brent Spence Bridge Corridor Project and no significant impacts exist to warrant preparation of a supplemental environmental document or additional documentation outside of this re-evaluation.

Sincerely,

*Shundreka R. Givan*  
Shundreka R. Givan  
Division Administrator  
Federal Highway Administration  
Kentucky Division

  
David L. Snyder  
Division Administrator  
Federal Highway Administration  
Ohio Division

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## Re-evaluation 2

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**TO:** FHWA  
**FROM:** Bi-state Management Team  
**DATE:** March 5, 2026  
**RE:** Brent Spence Bridge Corridor Project | ODOT PID 89068 | KYTC Project Item No. 6-17

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### 1. Introduction

On May 8, 2024, the Federal Highway Administration (FHWA) approved a [Revised Supplemental Environmental Assessment](#) (SEA) and [Finding of No Significant Impact \(FONSI\)](#) (hereinafter referred to as the 2024 SEA/FONSI) for the Brent Spence Bridge (BSB) Corridor Project. The SEA accounted for updated regulatory requirements, changed site conditions, incorporated design refinements to the previously selected alternative, updated impacts due to changes (mostly reductions), further developed environmental commitments (enhancements and mitigation), and included additional National Environmental Policy Act (NEPA) re-evaluation and coordination efforts that had occurred since the original [2012 FONSI](#) was issued.

In accordance with 23 Code of Federal Regulations (CFR) 771.129, re-evaluations for the BSB Corridor Project are prepared to disclose and assess changes since issuance of the 2024 SEA/FONSI and subsequently approved re-evaluations and to confirm whether the 2024 NEPA decision remains valid.

### 2. Project Design Refinements

Following approval of [Re-evaluation 1](#) on August 13, 2025, detailed design progression led to additional design refinements in Ohio to support construction staging and clearing and grubbing activities, and a watermain relocation. Section 2.1 and Section 2.2 describe these refinements. For purposes of this re-evaluation, these changes are referred to collectively as Re-eval 2 Design. For comparison purposes, design changes analyzed in Re-evaluation 1 are referred to collectively as Re-eval 1 Design.

#### 2.1 Construction Staging and Clearing and Grubbing

Based on detailed design progression, construction limits and/or clearing and grubbing were expanded in four areas. **Attachment 1, Exhibit 1**, reflects the additional areas. In general, these areas are needed for access, laydown, staging operations, or additional clearing and grubbing.

##### Area 1: Near West 6<sup>th</sup> Street and Gest Street

[Re-evaluation 1](#) (August 2025) accounted for new or widened sidewalk around the perimeter of the WXIX-TV building and a shared use path along Gest Street. However, additional necessary clearing and grubbing totaling approximately 0.7 acres has been identified within the operational right-of-way (ROW) along West 6<sup>th</sup> Street and Gest Street that was not expressly accounted for in the [Biological Assessment](#)

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(October 2022) or its subsequent addenda<sup>1</sup>. Additionally, north of the WXIX-TV station, construction limits were expanded within operational ROW, which encompasses 0.3-acres of a vacant parcel, owned by the City of Cincinnati, to allow for existing West 7<sup>th</sup> Street and alleyways pavement and existing bridge removal, equipment movement, and staging or laydown areas. The vacant parcel is located within remnant West 7<sup>th</sup> Street ROW<sup>2</sup>.

### **Area 2: Near West Pete Rose Way**

To support construction staging for the new bridge construction and restoration of affected areas, the construction limits were expanded to encompass portions of two parking areas. Both parking areas are owned by the City of Cincinnati and are used during special events.

The first parking area is located west-southwest of West Pete Rose Way. At this location, the construction limits were expanded by approximately 1.2 acres. No additional ROW or easements are required; however, right of entry will be negotiated with the City of Cincinnati.

The second parking area, commonly referred to as the Crossett Lot or Lot 1, is located north of West Pete Rose Way. Construction limits were expanded by approximately 3.2 acres to encompass the entire lot. Similarly, a temporary easement will be obtained to cover the full parking area, which will be used entirely for construction staging. In accordance with temporary easement conditions, the parking area will be fully reconstructed after the staging area is decommissioned. Due to the pier locations for the new bridges, the lot will be reconfigured; however, it will retain its pre-construction capacity of 927 vehicles.

### **Area 3: Brent Spence Bridge**

The construction limits were extended approximately 140 feet east of the existing ROW to encompass a 0.4-acre area adjacent to the existing Brent Spence Bridge. This expansion accommodates additional clearing and grubbing required to install security cameras, which is part of the operating agreement for the ROW settlement between ODOT and Duke Energy (landowner).

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<sup>1</sup> See [Appendix E of Re-evaluation 1](#) for the *Addendum of the Biological Assessment (August 2024)* and *Addendum of the Biological Assessment to include Longsolid Mussel (May 2025)*.

<sup>2</sup> Attachment 1, Exhibit 1, reflects the functional ROW at this location.



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## Area 4: Firefighters Memorial

As analyzed in [Re-evaluation 1](#) (August 2025), Ohio Innovation 4 (OH 4) reconnects the street grid across 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> streets and, collectively, the Ohio Innovations (OH 1–4) reduce the interstate footprint and removes existing pavement (**Attachment 1, Exhibit 2**). In accordance with 2024 SEA/FONSI Commitment 50, this land will be transferred to the City of Cincinnati for potential redevelopment and/or public use. Based on development of the grid system, the new northbound grid street between 5<sup>th</sup> and 6<sup>th</sup> streets is elevated by approximately 25 feet above existing grade. To meet safety grading requirements and tie into existing grade near the memorial, the grading and clearing and grubbing limits on the west side of the Firefighters Memorial were extended up to 55 feet eastward, ending approximately five feet from the fence line of the Firefighters Memorial (**Attachment 1, Exhibit 2**).

### 2.2 Watermain Relocation

To facilitate project improvements, a 42-inch watermain owned and operated by the Greater Cincinnati Water Works (GCWW) will be relocated along I-71/I-75. The new alignment starts at the southeast corner of Queensgate Playground and Ball Field, extending approximately 755 linear feet west/northwest across the recreation area property before crossing Linn Street, moving west underneath I-71/I-75, and extending approximately 1,210 feet north/northwest under I-75 and along Gest Street. **Attachment 2** includes plan sheets that reflect the existing and proposed watermain alignment. The Cincinnati Recreation Commission, which owns and operates the Queensgate Playground and Ball Field, and GCWW executed a Memorandum of Understanding on August 1, 2025, reflecting that GCWW will be responsible for operation and maintenance of the watermain and no change in land ownership will occur.

## 3. Environmental Resources, Impacts, and Mitigation and Enhancement Measures

Section 3 assesses changes to the affected environment, impacts, and mitigation and enhancement measures based on the project changes described in Section 2. Environmental resource topics not addressed in this re-evaluation remain unchanged in terms of impacts, analyses, findings, and coordination as disclosed in the 2024 SEA/FONSI and approved re-evaluation(s).

### 3.1 Social and Economic Resources

#### Land Use

**Table 1** compares the permanent and temporary conversion of land to transportation ROW between Re-eval 1 Design and Re-eval 2 Design. As shown, Re-eval 2 Design results in no changes to proposed ROW or permanent easements previously disclosed in [Re-evaluation 1](#) (August 2025). However, there will be an increase of approximately 3.17 acres of temporary easement, totaling 62.39 acres of temporary easement. This increase reflects expanding the existing temporary easement to encompass the entirety of Crossett Lot in Cincinnati, Ohio, for construction staging. In other locations where construction limits were expanded, right of entry will be obtained from landowners, as needed, and no easements or ROW are required.



**Table 1: Land Use Impacts Comparison**

State	Re-eval 1 Design			Re-eval 2 Design		
	Permanent Right-of-way	Permanent Easement	Temporary Easement	Permanent Right-of-way	Permanent Easement	Temporary Easement
Kentucky	13.07 acres <sup>1</sup>	0.74 acres	31.05 acres <sup>2</sup>	No change	No change	No change
Ohio	40.38 acres <sup>3</sup>	0.69 acres	28.17 acres <sup>4</sup>	No change	No change	31.34 <sup>4</sup>
<b>Total</b>	<b>53.45 acres</b>	<b>1.43 acres</b>	<b>59.22 acres</b>	<b>No change</b>	<b>No change</b>	<b>62.39</b>

<sup>1</sup> Total accounts for the transfer of replacement land for the Goebel Park Complex as detailed in [Re-evaluation 1](#) (August 2025), Section 5.11.2 and Section 5.12.4.

<sup>2</sup> This total includes areas beneath the Ohio River, Clay Wade Bailey Bridge, and the ABM Parking Waterfront Lot.

<sup>3</sup> Total does not reflect the approximately 11 acres of land to be returned to the City of Cincinnati for potential redevelopment and/or public use under Re-eval 1 Design.

<sup>4</sup> 13.17 acres of aerial rights only.

### Community Facilities

When compared to Re-eval 1 Design, Re-eval 2 Design impacts generally remain the same with minor exceptions. Re-eval 2 Design results in new, minor temporary impacts within or in proximity to two community facilities: Firefighters Memorial and Queensgate Playground and Ball Field. **Table 2** presents a comparison of impacts. There are no other changes to community facility impacts.

As described in Section 2.1, additional grading and vegetation clearing is required adjacent to the Firefighters Memorial; however, no physical encroachment, change in ownership, or change in use of the facility would occur. As described in Section 2.2, relocation of a watermain on Queensgate Playground and Ball Field will require temporary impacts to the outfield area, but no change in ownership or long-term use of the facility would occur. Section 3.4 provides further details on the scope of changes within or in proximity to Firefighters Memorial and Queensgate Playground and Ball Field.

**Table 2: Community Facilities Impact Comparison**

Impacted Facility (State)	Re-eval 1 Design Impacts	Re-eval 2 Design Impacts
Firefighters Memorial (OH) – approximately 0.9 acre	<ul style="list-style-type: none"> <li>• Temporary closure of adjacent sidewalk and plaza areas along 6th St. during construction with measures to minimize harm during construction activities</li> <li>• No permanent restriction of access or incorporation of land</li> </ul>	<ul style="list-style-type: none"> <li>• No changes from Re-eval 1 Design</li> </ul>



Impacted Facility (State)	Re-eval 1 Design Impacts	Re-eval 2 Design Impacts
Queensgate Playground and Ball Field (OH) – 5.29 acres	<ul style="list-style-type: none"> <li>0.72-acre permanent ROW and easement across existing (2012) outfield area</li> <li>Impacts to outfield area mitigated in 2014 by reconfiguring two existing ball fields into one all-star ball field and building a new playground and picnic area</li> <li>Trees and shrubs removed along the park’s southern edge due to highway, retaining wall, and noise barrier construction</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 755 linear feet of temporary disturbance within the property for watermain relocation; of which, 93 linear feet (1,000 square feet) is to outfield area</li> </ul>

### 3.2 Ecological Resources

Based on the changes described in Section 2.1, expansion of the construction limits is needed to accommodate vegetation clearing and grubbing. These areas, totaling 6.4 acres, are located outside of the study area previously analyzed for Ohio in the [Biological Assessment \(October 2022\)](#) and subsequent addenda<sup>3</sup>. In general, these expanded areas are in highly urbanized and heavily disturbed areas with sporadic and isolated landscape trees and vegetation. Based on coordination with Matt Raymond, ODOT Ecological Program Manager, only Area 1 and Area 3 contain potential suitable wooded habitat (SWH) for federally listed bats (**Attachment 1, Exhibit 1**) as defined by the *Framework Programmatic Biological Opinion* (PBO; February 29, 2016 as revised). **Table 3** summarizes the change in SWH impacts. In Area 1, located along West 6<sup>th</sup> Street on the south side of the WXIX-TV building, approximately 0.2 acres of

<sup>3</sup> See [Appendix E of Re-evaluation 1](#) for the *Addendum of the Biological Assessment (August 2024)* and *Addendum of the Biological Assessment to include Longsolid Mussel (May 2025)*.



additional vegetation would be cleared that meets the definition of SWH. Similarly, in Area 3, located east of the existing Brent Spence Bridge, approximately 0.1 acres of additional SWH would be cleared. In Area 2, near West Pete Rose Way, and Area 4, adjacent to the Firefighters Memorial, there is no SWH and additional temporary impacts would be to vegetation common to road ROW, such as turf grass.

In accordance with the PBO, because the additional 0.3 acres of SWH is located within 100 feet of the edge of pavement and will be removed per the timing restrictions detailed in 2024 SEA/FONSI Commitment 8, the minor change in total SWH impacted would not change the effects of the action and does not require the reinitiation of consultation with the U.S. Fish and Wildlife Service. Therefore, in Ohio the findings for Indiana bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*) remain “may affect, not likely to adversely affect.”

**Table 3: Forested Habitat Impact Summary**

Resource	Re-eval 1 Design Impacts	Re-eval 2 Design Impacts
Upland Habitat	90.3 acres (KY: 74.5 acres <sup>1</sup> ) (OH: 15.8 acres)	90.6 acres (KY: No change) (OH: 16.1 acres)
Riparian Habitat	8.4 acres (KY: 8.4 acres)	8.4 acres (KY: 8.4 acres)
Total Impact	98.7 acres	99.0 acres

<sup>1</sup> This total includes approximately 3.8 acres in Goebel Park Complex consistent with the August 2024 Section 7 consultation package ([Re-evaluation 1, Appendix E](#)). However, impacts will be no more than 1.1 acres of forested habitat in the Goebel Park Complex consistent with the 2024 SEA/FONSI and the updated Section 6(f) coordination concluded in 2025 ([Re-evaluation 1, Appendix N](#)).

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### 3.3 Cultural Resources

As described in Section 2.2, a 42-inch watermain will be relocated and the new alignment transects Linn Street in Cincinnati. ODOT identified that Linn Street previously had a streetcar line, and that it is not uncommon to encounter abandoned streetcar, and interurban lines/base, sewer lines, waterlines, remnant brick/stone pavers, and incidental artifacts in disturbed contexts. The Cincinnati streetcar system was abandoned in 1951, and rail lines were often simply paved over during road maintenance rather than being removed. It is possible that the streetcar lines remain in place below the road surface.

The area of Linn Street impacted by the watermain relocation is not in a location where a streetcar node would have led to the development of a local residential or commercial district that is currently extant and listed or eligible for listing on the National Register of Historic Places for its association with the historic streetcar system. Based on this, ODOT determined that if encountered during construction in this location, the following common 19<sup>th</sup>–20<sup>th</sup> century infrastructure-related features do not meet the eligibility criteria either individually or as a contributing element of a historic property or historic district and do not require any further coordination or documentation.

- Streetcar lines, interurban lines, rail lines, and associated track or bedding materials within or underneath modern pavement
- Brick and stone pavers and brick lined gutters (not including those already addressed in the Longworth Hall Historic Property boundary)
- Stone curbs, stone sidewalks, and brick sidewalk pavers in accordance with the June 29, 2021 Best Practice
- Brick or clay water and/or sewer lines (this excludes water/sewer lines construction of wood)
- Telecommunications/electric transmission-related artifacts
- Incidental artifacts found in disturbed fill (this excludes artifacts found in sealed archaeological contexts or human remains)

The Ohio State Historic Preservation Office concurred with the finding of eligibility on October 23, 2025 (**Attachment 3**). If encountered during construction, the remnant streetcar line and associated infrastructure will be removed. If other deposits or resources that do not fall under the description of common 19th-20th century infrastructure related features/artifacts are identified, such as those excluded above, then ODOT will follow the post-review unanticipated discoveries plan for Ohio in accordance with 2024 SEA/FONSI Commitment 14 and the project's Section 106 Programmatic Agreement (PA).

In addition, following approval of [Re-evaluation 1](#) (August 2025), consulting parties were notified on December 10, 2025, of an administrative update to the PA for the project (October 20, 2023) (**Attachment 4**). The Advisory Council on Historic Preservation was subsequently notified on January 7, 2026 (**Attachment 4**). The scope of the update was limited to Exhibit 1 of the PA to reflect the Area of Potential Effects (APE) consistent with consultation conducted as part of Re-evaluation 1. Maps were added to the PA to depict the updated APE in Kentucky for above-ground and archaeological resources. There were no updates in Ohio.

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Based on Re-eval 2 Design, the watermain relocation extends approximately 65 feet beyond the APE at its furthest point. As such, an administrative update to the PA will be completed to reflect the recent APE updates in Ohio.

### 3.4 Section 4(f) Properties

Re-eval 2 Design results in changes within or in proximity to Queensgate Playground and Ball Field and Firefighters Memorial.

#### Queensgate Playground and Ball Field

As described in Section 2.2, a watermain will be relocated within the playground and ball field, which will result in temporary impacts to the Section 4(f) resource. Approximately 755 linear feet of the watermain alignment intersects the playground and ball field property; of which, 93 linear feet traverse the outfield and will impact the ball field fence. Construction of the watermain will primarily take place during winter 2026 and will be completed by July 2026. Temporary fencing will be placed to delineate the construction limits and will result in a minor decrease in the outfield's size (approximately 1,000 square feet). However, the ball field and playground will remain open to use during construction. In accordance with 23 CFR 774.13(d), the temporary occupancy of land is so minimal that it does not constitute a use of the Section 4(f) resource. The Cincinnati Recreation Commission, the Official with Jurisdiction, concurred on October 20, 2025 (**Attachment 5**).

The following measures will be implemented to minimize harm to the Queensgate Playground and Ball Field:

- a. The contractor shall notify Maddi Nuss at the Cincinnati Recreation Commission to coordinate prior to work commencing in Queensgate Park and Ball Field.
- b. The contractor shall be responsible for any damages to the playground equipment or grounds and any disturbance to the playground will be restored.
- c. The contractor shall remove and reinstall the existing baseball field fence and windscreen. Any damage to any unremoved portion of the fence or windscreen will be repaired in kind by the contractor.
- d. All restoration within the baseball field fence shall be sodding with topsoil.
- e. The contractor shall coordinate fence and irrigation replacement with the Cincinnati Recreation Commission.

#### Firefighters Memorial

As described in Section 2.1, the construction limits extend to within five feet of the western boundary of the Firefighters Memorial to accommodate grading. As a result, an additional 0.6 acres of vegetation will be cleared adjacent to the memorial. The extension of the construction limits will not encroach within the memorial boundary. As documented in the [Individual Section 4\(f\) Evaluation \(May 2024\)](#):

No permanent impacts to the Firefighters Memorial will occur, and there will be no change to ownership of the land. During construction, portions of the adjacent sidewalk and plaza area may be closed on a temporary basis to protect the park and the public from construction activities. . .



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[T]he scope of work affecting the Firefighters Memorial is temporary in duration and minor in scope. . . Therefore, FHWA determined that the proposed temporary occupancy of the Firefighters Memorial meets the exception from the requirement for Section 4(f) approval in accordance with 23 CFR § 774.13(d)(1)(5).

As detailed in [Re-evaluation 1](#) (August 2025), OH 1–4 slightly reduced the interstate footprint adjacent to Firefighters Memorial, which is anticipated to be a visual enhancement for users of the area. However, extending the grading as is now proposed will bring fill closer to the memorial, and the new northbound grid street west of the memorial will be at-grade with the memorial rather than depressed. This will result in minor changes to the visual setting. These conditions will be similar to the existing conditions north and east of the memorial, and will not substantially alter the memorial’s features, activities, or attributes. In accordance with ODOT standard specifications, all temporarily disturbed areas will be reseeded following construction.

Consistent with the findings of the [Individual Section 4\(f\) Evaluation](#) (May 2024), no permanent impacts to the Firefighters Memorial will occur, and there will be no change in ownership. The scope of work affecting the Firefighters Memorial remains temporary in nature and minor in scope. As such, the temporary occupancy of the memorial remains so minimal that it does not constitute a use of the Section 4(f) resource, meeting the exception criteria set forth in 23 CFR 774.13(d). In addition, 2024 SEA/FONSI Commitment 37 will be implemented to minimize harm during construction activities.

### 3.5 Visual Resources

As described in Section 3.4, minor changes to the visual setting will occur adjacent to the Firefighters Memorial; however, these changes are still anticipated to be a visual enhancement for users of the area consistent with the findings in [Re-evaluation 1](#) (August 2025).

### 3.6 Construction Impacts

As described in Section 2.1, the Crossett Lot near Pete Rose Way will be used for construction staging, which will require temporary closure of the lot. The closure will begin in spring 2026 and continue through substantial completion of the project. This will reduce City of Cincinnati-owned and ODOT-permitted parking capacity in this area during construction of the project. However, parking impacts will be minimized in accordance with 2024 SEA/FONSI Commitment 32.a, which requires the development and implementation of a maintenance of traffic plan to maintain traffic operation through the corridor and minimize disruptions to the surrounding communities. ODOT and the City of Cincinnati are currently coordinating ROW documents for the Crossett Lot and will continue coordinating to minimize project impacts for long-term parking and to accommodate event parking on a temporary basis whenever possible. The City of Cincinnati may also apply compensation received from ODOT through ROW negotiations to offset temporary impacts to parking during construction if desired.



### 3.7 Permits

The 2024 SEA/FONSI identified that a floodplain permit would be required from the City of Covington, Kentucky. Subsequent coordination with the Kentucky Division of Water (KDOW) and the City of Covington’s local floodplain administrator, discussed in [Re-evaluation 1](#) (August 2025), indicated that the 408 permission would meet floodplain permitting requirements and a separate local floodplain permit was not required in Kentucky. However, following Re-evaluation 1 approval, further coordination with KDOW determined that a local floodplain permit is still required and will be obtained from Kenton County. Kenton County issued the permit on February 10, 2026.

## 4. Environmental Commitments

The progress and status of the 2024 SEA/FONSI commitments and approved re-evaluation(s) are being tracked separately in the BSB Corridor Project Environmental Commitment Tracking spreadsheet and are reported to FHWA at agreed-upon intervals. Updates on commitments will also be provided to the public in accordance with 2024 SEA/FONSI Commitment 61. Therefore, the status of the 2024 SEA/FONSI commitments are not detailed in this re-evaluation unless they are changed from or result in a change in impacts from what was disclosed in the 2024 SEA/FONSI or approved re-evaluation(s).

**Table 4** includes the additional commitments that have been identified based on the project changes presented in this re-evaluation. Changes in existing commitments since the 2024 SEA/FONSI and approved re-evaluation(s) are reflected as ~~strike through~~ for removed text and underline for added text, as well as the reasoning for the changes described in blue text below the commitment, as provided immediately below.

6. For the Phase III contract, KYTC, ODOT, and the design-build team will regularly engage with the Brent Spence Bridge Corridor ~~Diversity & Inclusion Outreach~~ Business and Workforce Engagement Committee to provide updates on the ~~Diversity, Inclusion, and Outreach Business and Workforce Engagement~~ Plan, with a specific focus on contract requirements such as ~~commercially useful function and wages; goal attainment for DBE participation and on-the-job training opportunities; and workforce diversity requirements.~~

*Re-evaluation revisions: Effective October 3, 2025, the U.S. Department of Transportation temporarily suspended their disadvantaged business enterprise (DBE) program goals and required re-evaluation of all currently certified DBEs (90 FR 47969). The commitment language was revised to reflect the current name of the BSB Corridor Project committee that is the subject of this commitment. Language specific to the DBE program, such as commercially useful function and wages, was also removed to reflect the evolving nature of the DBE program while retaining the intent of the commitment.*

**Table 4: Additional Environmental Commitments Resulting from Re-eval 2 Design**

No.	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	Section/Figure Reference
68	Section 4(f)	<p>The following measures will be implemented to minimize harm to the Queensgate Playground and Ball Field:</p> <ul style="list-style-type: none"> <li>f. The contractor shall notify Maddi Nuss at the Cincinnati Recreation Commission to coordinate prior to work commencing in Queensgate Park and Ball Field.</li> <li>g. The contractor shall be responsible for any damages to the playground equipment or grounds and any disturbance to the playground will be restored.</li> <li>h. The contractor shall remove and reinstall the existing baseball field fence and windscreen. Any damage to any unremoved portion of the fence or windscreen will be repaired in kind by the contractor.</li> <li>i. All restoration within the baseball field fence shall be sodding with topsoil.</li> <li>j. The contractor shall coordinate fence and irrigation replacement with the Cincinnati Recreation Commission.</li> </ul>	ODOT	Construction, Post-construction	II	3.4

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## 5. Conclusion

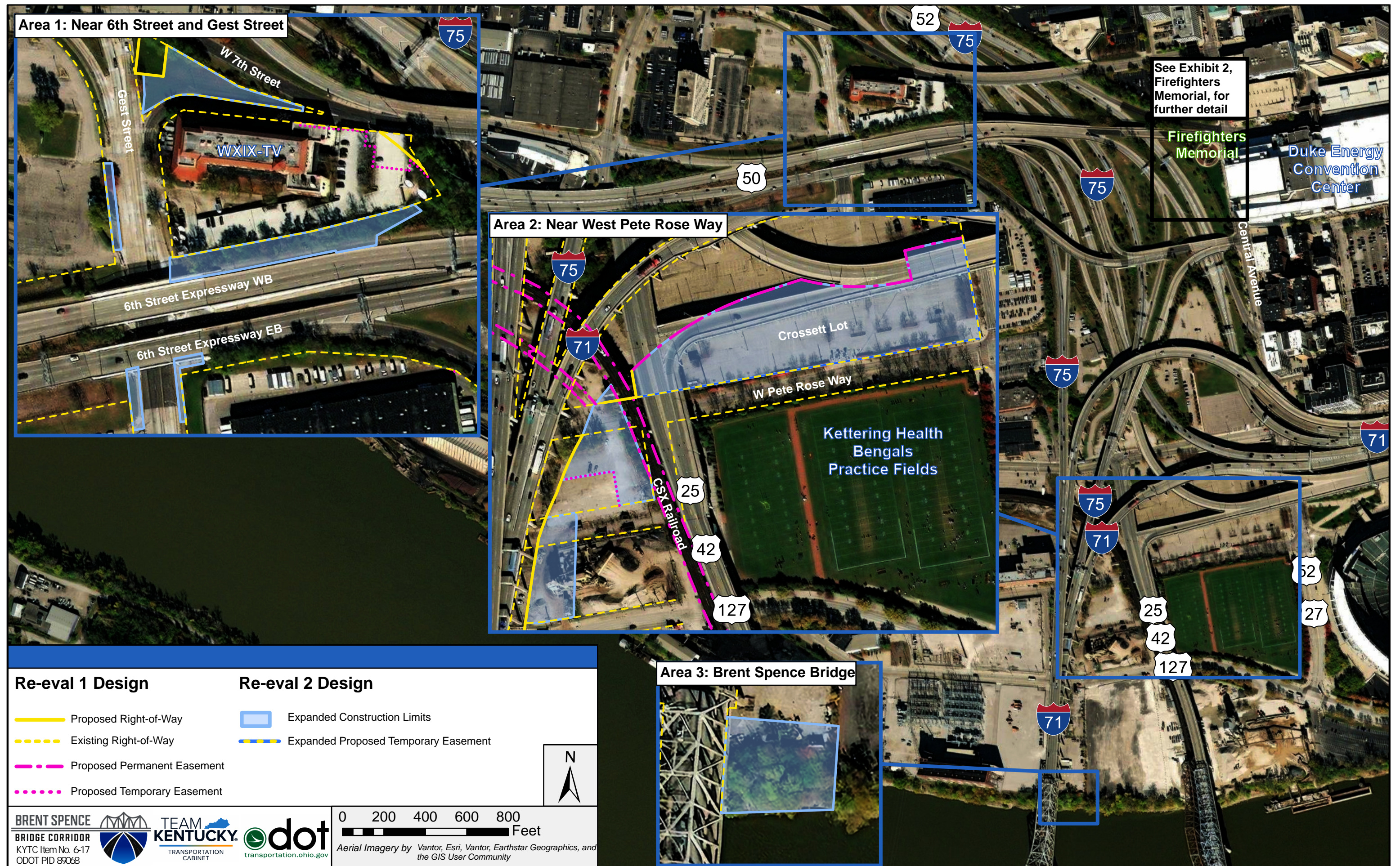
KYTC and ODOT have concluded that the May 8, 2024, FONSI is still valid for the BSB Corridor Project and no significant impacts exist to warrant preparation of a supplemental NEPA document or additional NEPA documentation outside of this re-evaluation.



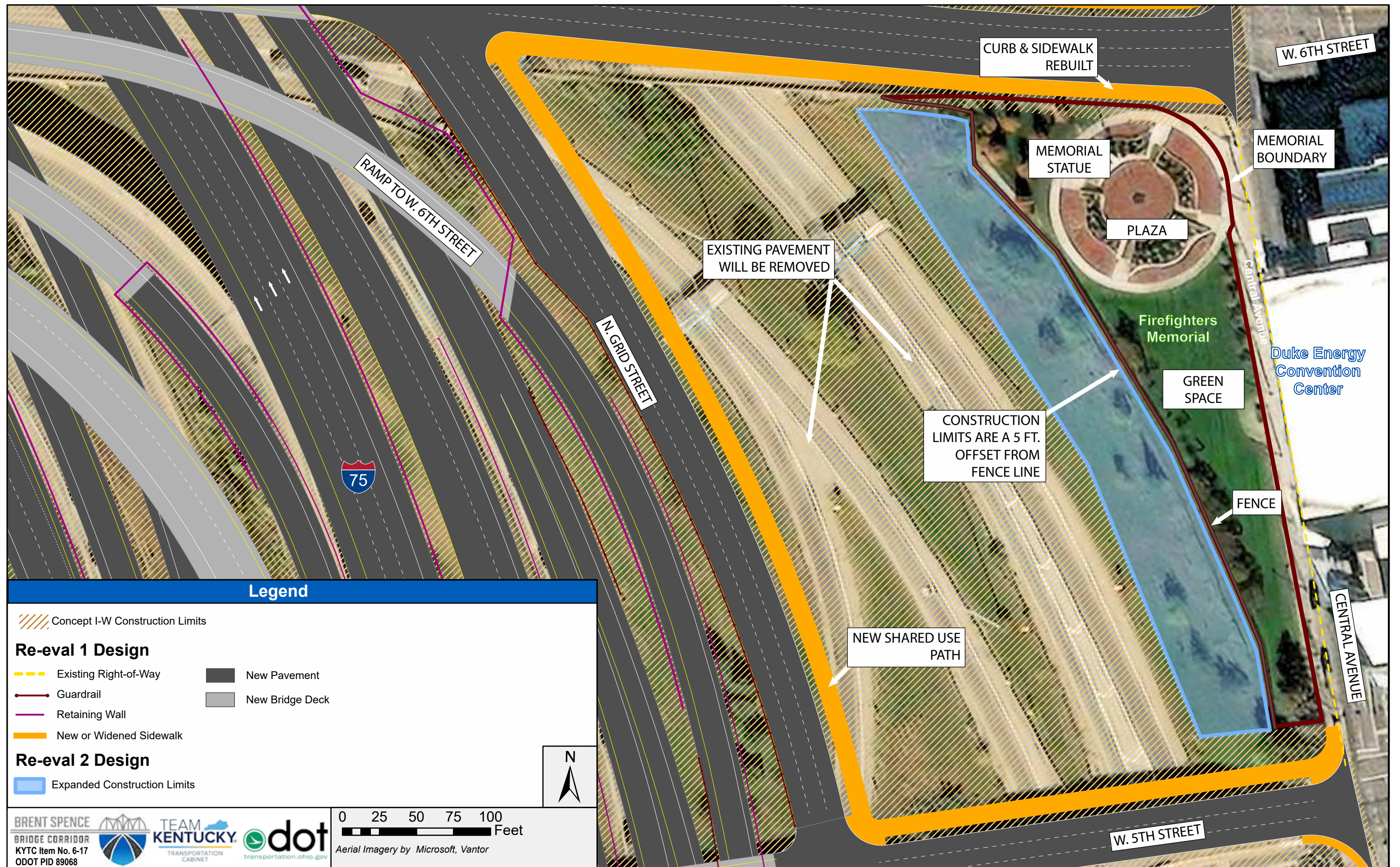
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## **Attachment 1: Expanded Ohio Construction Limits**

# EXHIBIT 1: RE-EVAL 2 DESIGN EXPANDED CONSTRUCTION LIMITS



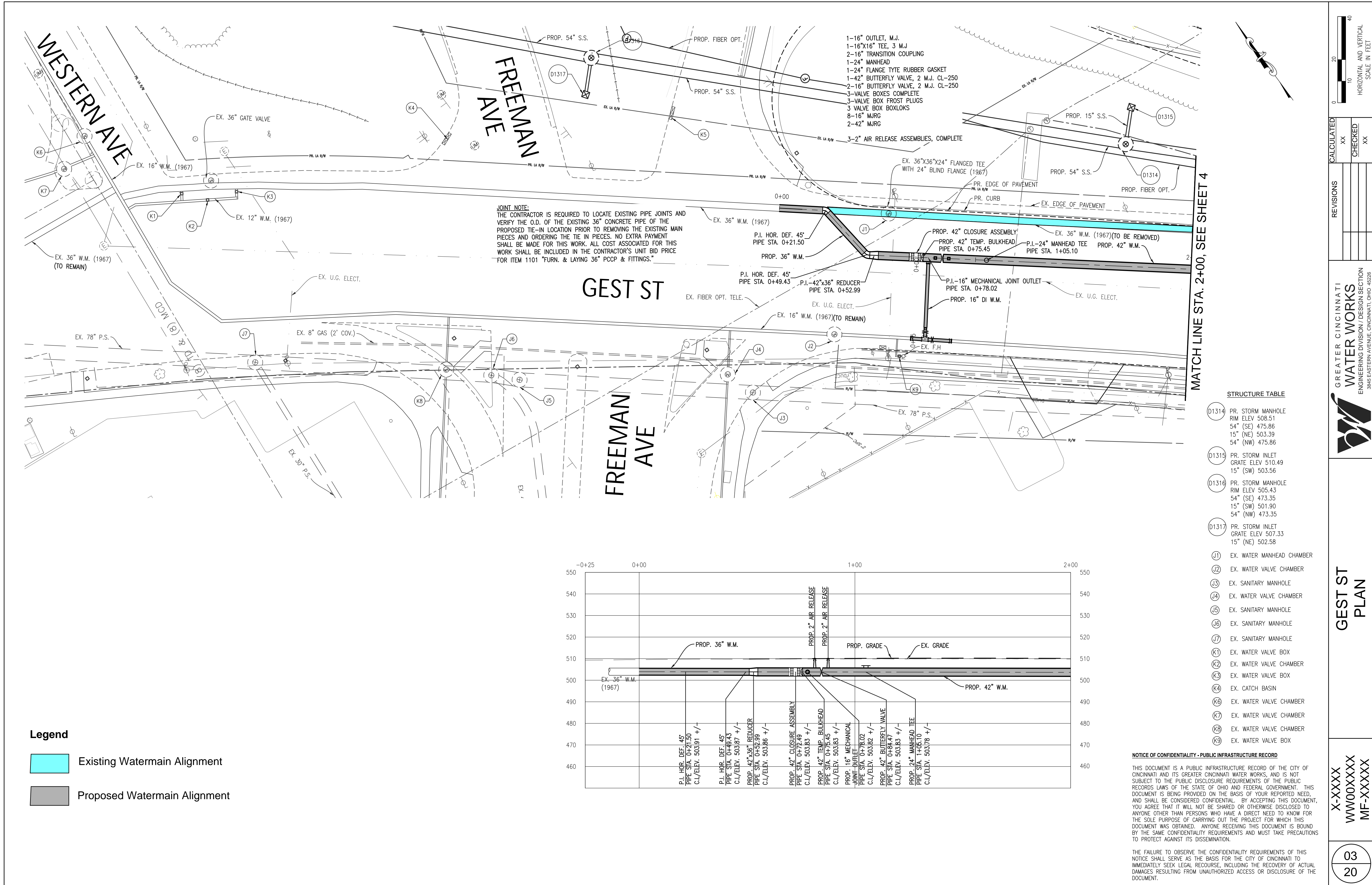
# EXHIBIT 2: RE-EVAL 2 DESIGN - FIREFIGHTERS MEMORIAL





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**Attachment 2: Watermain Relocation Plan Sheets**

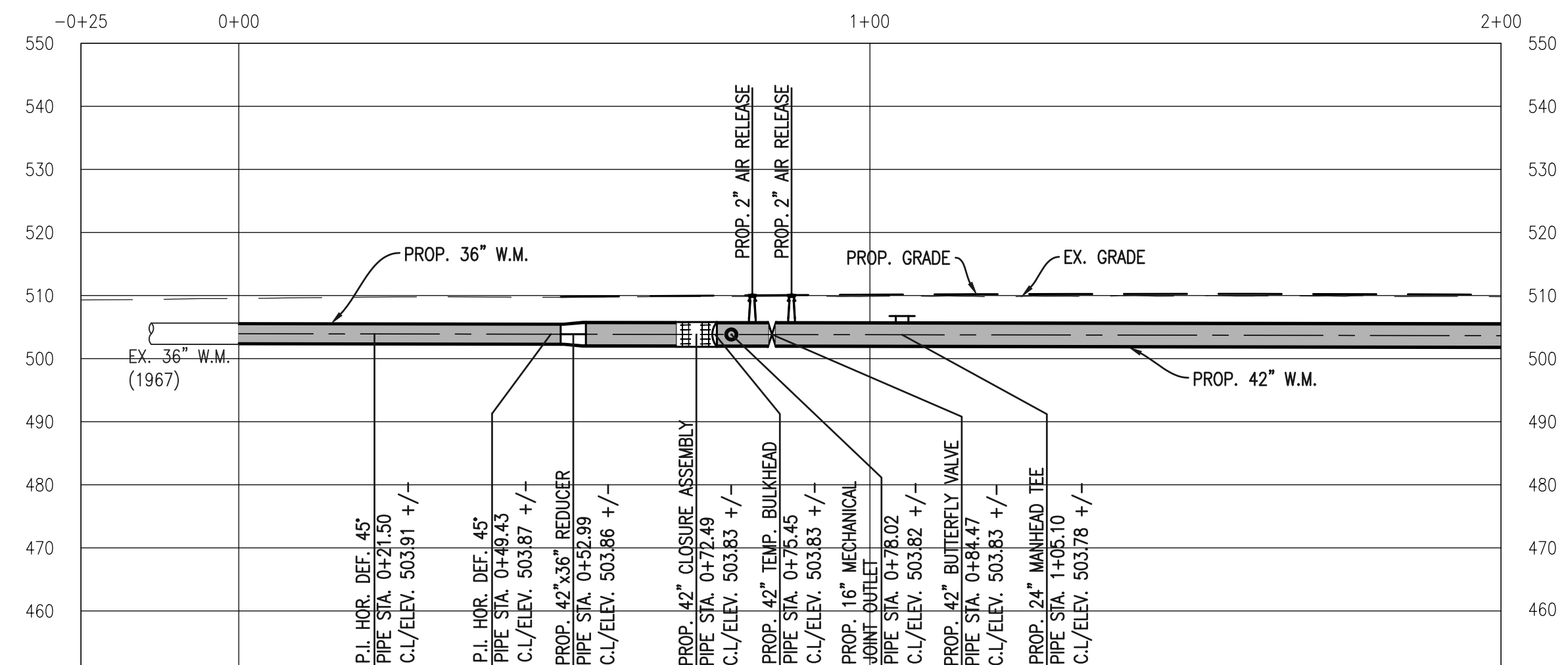


- 1-16" OUTLET, M.J.
- 1-16"x16" TEE, 3 M.J
- 2-16" TRANSITION COUPLING
- 1-24" MANHEAD
- 1-24" FLANGE TYE RUBBER GASKET
- 1-42" BUTTERFLY VALVE, 2 M.J. CL-250
- 2-16" BUTTERFLY VALVE, 2 M.J. CL-250
- 3-VALVE BOXES COMPLETE
- 3-VALVE BOX FROST PLUGS
- 3 VALVE BOX BOXLOKS
- 8-16" MURJ
- 2-42" MURJ
- 3-2" AIR RELEASE ASSEMBLIES, COMPLETE

**JOINT NOTE:**  
 THE CONTRACTOR IS REQUIRED TO LOCATE EXISTING PIPE JOINTS AND VERIFY THE O.D. OF THE EXISTING 36" CONCRETE PIPE OF THE PROPOSED TIE-IN LOCATION PRIOR TO REMOVING THE EXISTING MAIN PIECES AND ORDERING THE TIE IN PIECES. NO EXTRA PAYMENT SHALL BE MADE FOR THIS WORK. ALL COST ASSOCIATED FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR ITEM 1101 "FURN. & LAYING 36" PCCP & FITTINGS."

**STRUCTURE TABLE**

D1314	PR. STORM MANHOLE RIM ELEV 508.51 54" (SE) 475.86 15" (NE) 503.39 54" (NW) 475.86
D1315	PR. STORM INLET GRATE ELEV 510.49 15" (SW) 503.56
D1316	PR. STORM MANHOLE RIM ELEV 505.43 54" (SE) 473.35 15" (SW) 501.90 54" (NW) 473.35
D1317	PR. STORM INLET GRATE ELEV 507.33 15" (NE) 502.58
J1	EX. WATER MANHEAD CHAMBER
J2	EX. WATER VALVE CHAMBER
J3	EX. SANITARY MANHOLE
J4	EX. WATER VALVE CHAMBER
J5	EX. SANITARY MANHOLE
J6	EX. SANITARY MANHOLE
J7	EX. SANITARY MANHOLE
K1	EX. WATER VALVE BOX
K2	EX. WATER VALVE CHAMBER
K3	EX. WATER VALVE BOX
K4	EX. CATCH BASIN
K6	EX. WATER VALVE CHAMBER
K7	EX. WATER VALVE CHAMBER
K8	EX. WATER VALVE CHAMBER
K9	EX. WATER VALVE BOX



**Legend**

- Existing Watermain Alignment
- Proposed Watermain Alignment

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REVISIONS


GREATER CINCINNATI

**WATER WORKS**  
 ENGINEERING DIVISION / DESIGN SECTION  
3845 EASTERN AVENUE, CINCINNATI, OHIO 45226

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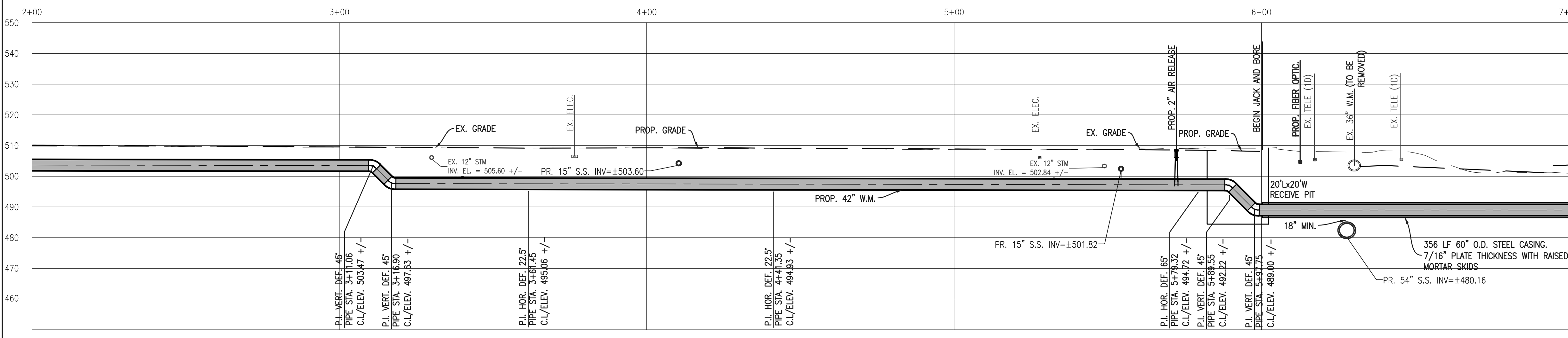
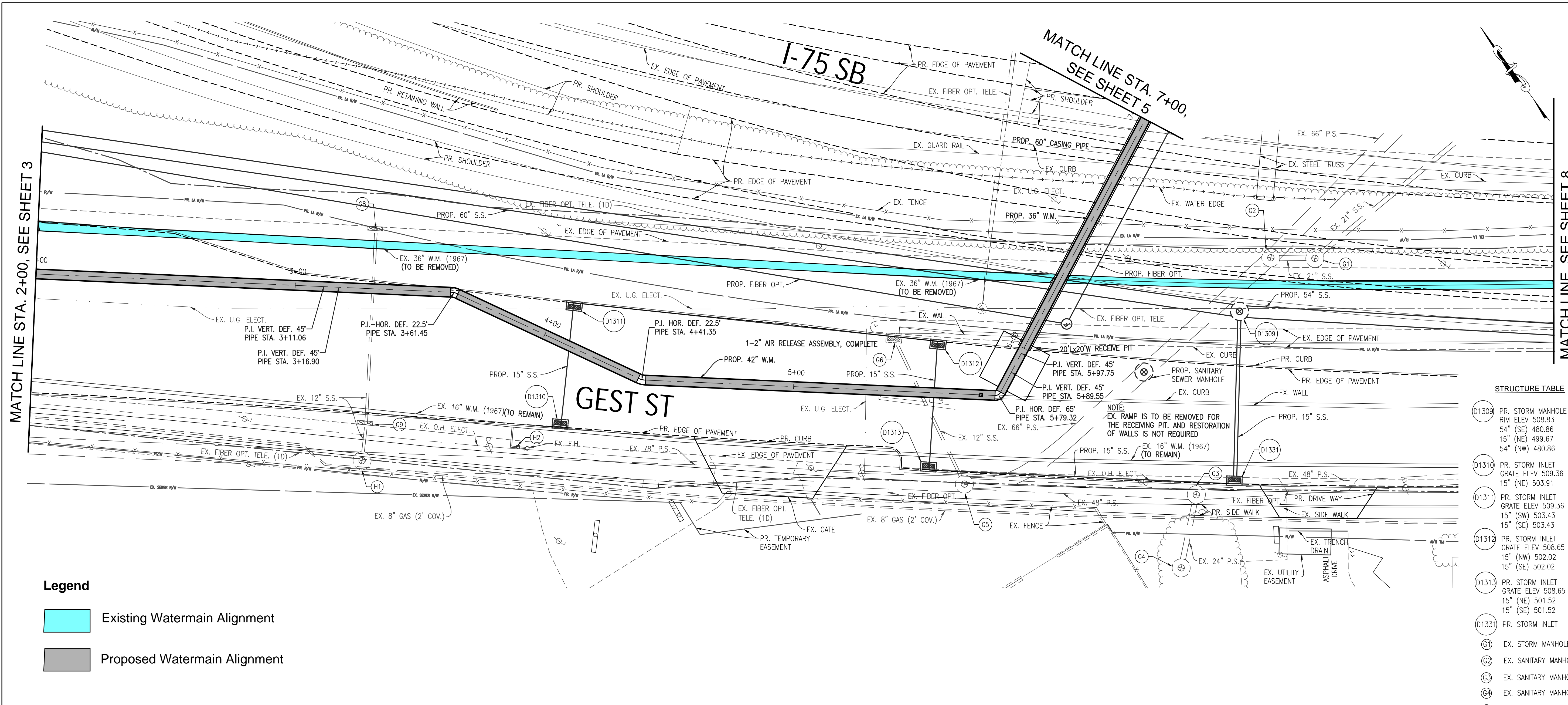
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CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

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MATCH LINE STA. 7+00, SEE SHEET 5

MATCH LINE, SEE SHEET 8

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HORIZONTAL AND VERTICAL

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**GREATER CINCINNATI WATER WORKS**  
ENGINEERING DIVISION / DESIGN SECTION  
3845 EASTERN AVENUE, CINCINNATI, OHIO 45226

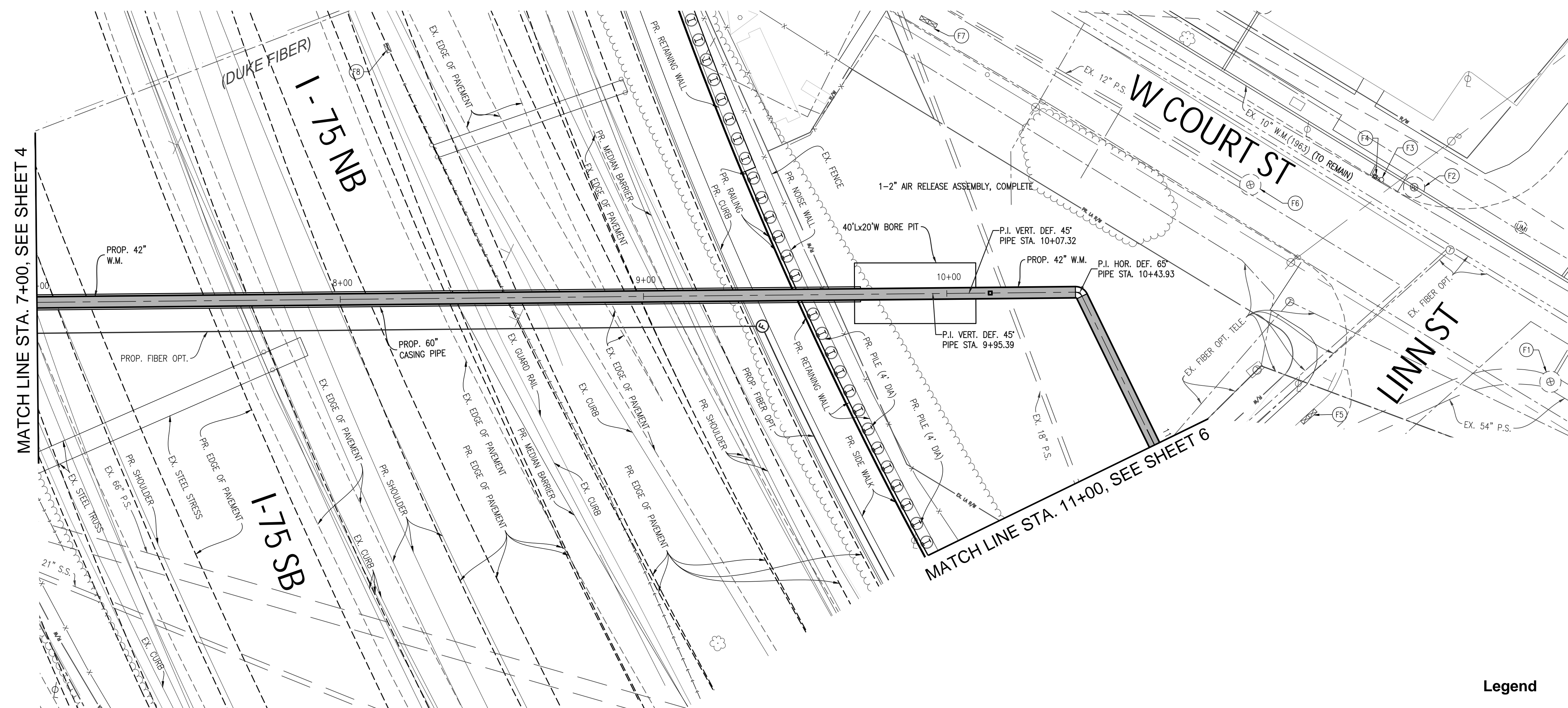
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**GEST ST PLAN AND PROFILE**

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CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

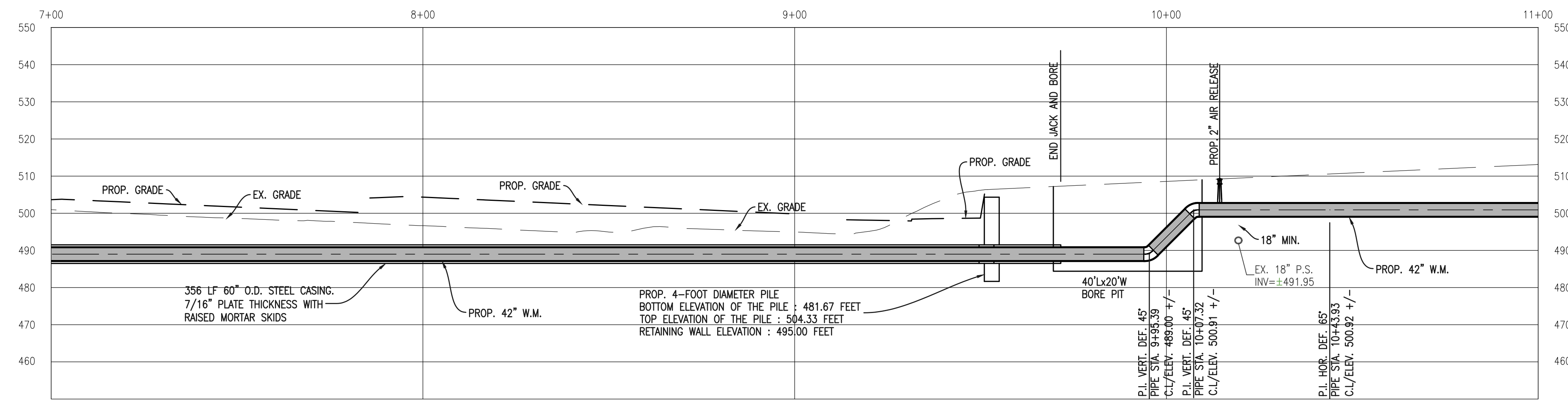
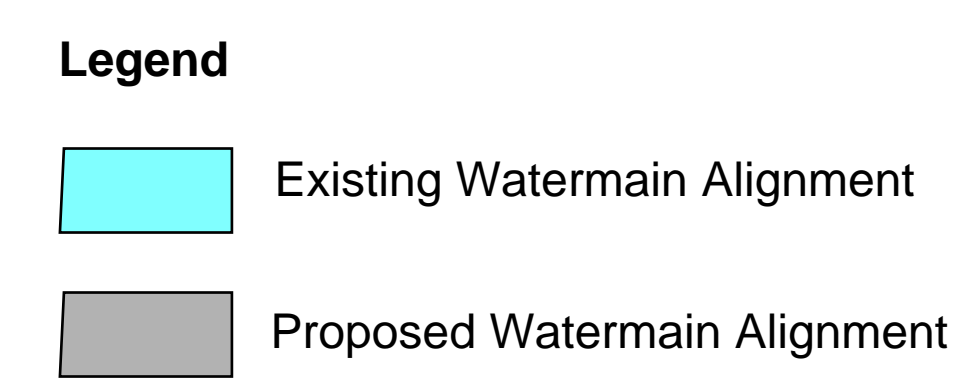


**STRUCTURE TABLE**

F1	EX. SANITARY MANHOLE
F2	EX. WATER VALVE BOX
F3	EX. FIRE HYDRANT
F4	EX. WATER VALVE
F5	EX. CATCH BASIN
F6	EX. SANITARY MANHOLE
F7	EX. CATCH BASIN
F8	EX. CATCH BASIN

REVISIONS	CALCULATED	CHECKED
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GREATER CINCINNATI  
**WATER WORKS**  
 ENGINEERING DIVISION / DESIGN SECTION  
 3845 EASTERN AVENUE, CINCINNATI, OHIO 45226



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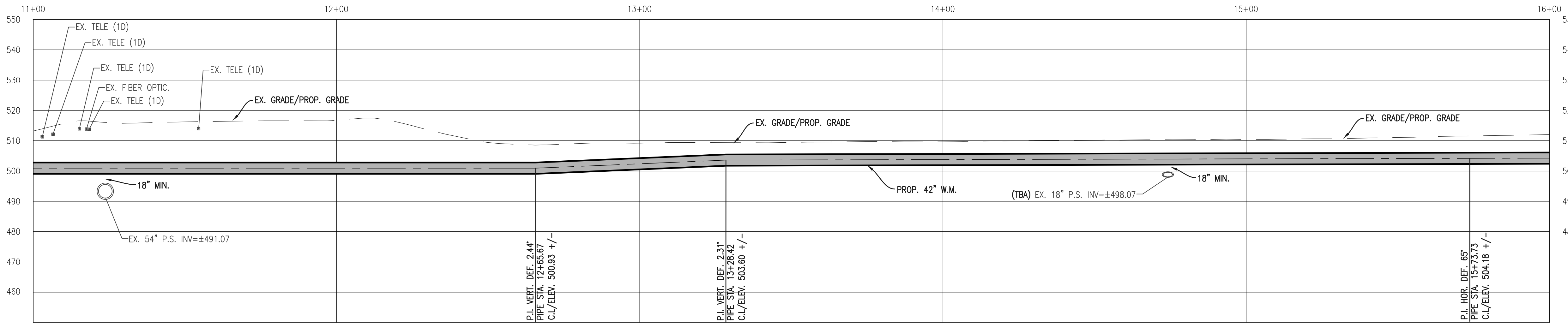
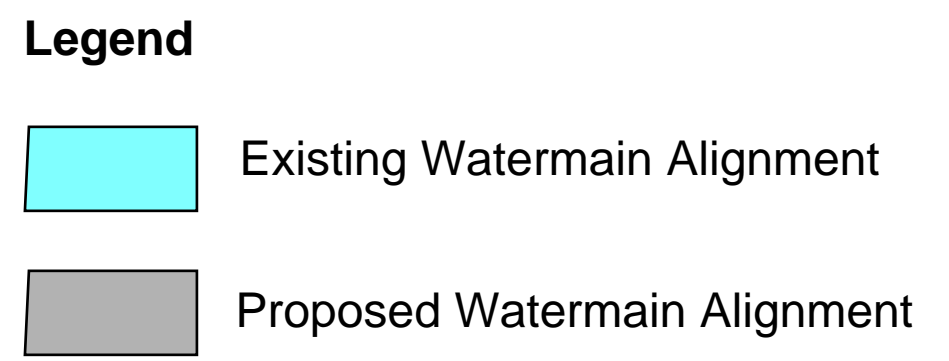
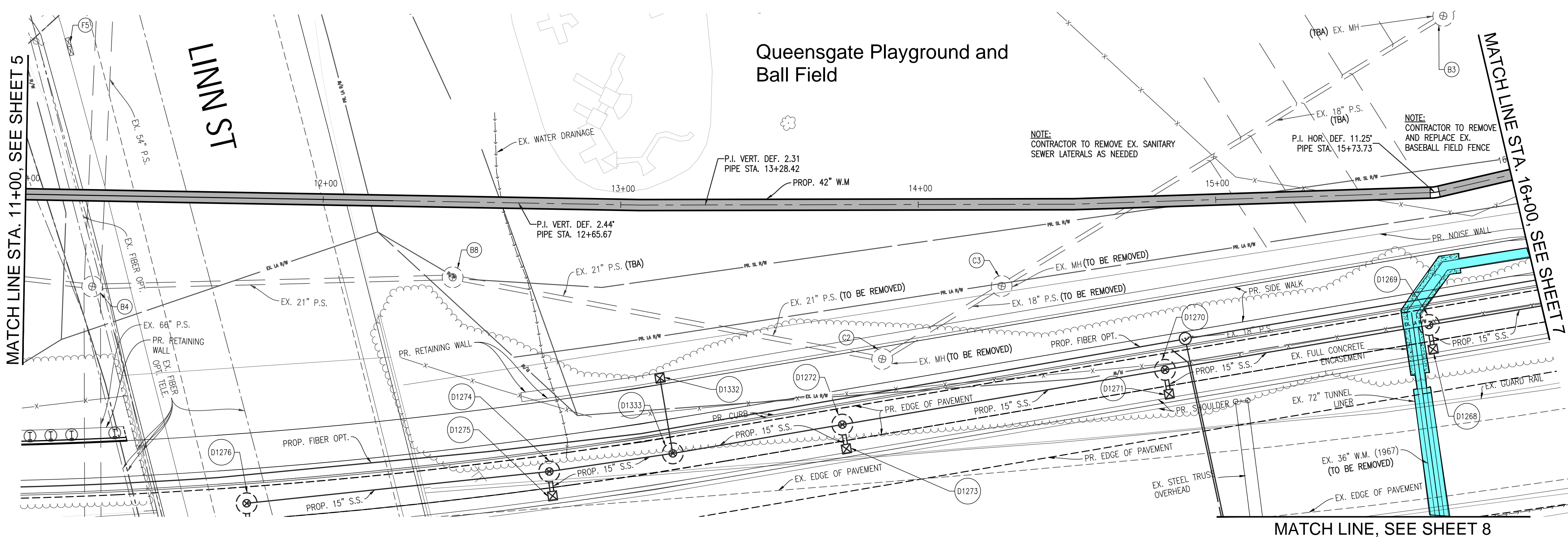
THE FAILURE TO OBSERVE THE CONFIDENTIALITY REQUIREMENTS OF THIS NOTICE SHALL SERVE AS THE BASIS FOR THE CITY OF CINCINNATI TO IMMEDIATELY SEEK LEGAL RECOURSE, INCLUDING THE RECOVERY OF ACTUAL DAMAGES RESULTING FROM UNAUTHORIZED ACCESS OR DISCLOSURE OF THE DOCUMENT.

**INTERSTATE - 75  
 PLAN AND PROFILE**

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CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

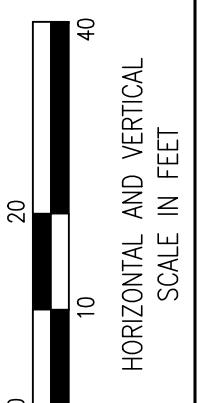


**STRUCTURE TABLE**

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D1269	PR. STORM MANHOLE
D1270	PR. STORM MANHOLE
D1271	PR. STORM INLET
D1272	PR. STORM MANHOLE
D1273	PR. STORM INLET
D1274	PR. STORM MANHOLE
D1275	PR. STORM INLET
D1276	PR. STORM MANHOLE
D1332	PR. STORM INLET
D1333	PR. STORM MANHOLE
C2	EX. SANITARY MANHOLE DEPTH=13
C3	EX. SANITARY MANHOLE DEPTH=13 INV=497.52 18" W INV=497.52 18" E
B3	EX. SANITARY MANHOLE DEPTH=13 INV=499.32 18" W
B4	EX. SANITARY MANHOLE DEPTH=27.38 INV=490.57 18" NW INV=490.57 54" NE INV=490.57 21" SE INV=490.57 54" SW
B6	EX. SANITARY MANHOLE
F5	EX. CATCH BASIN

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**REVISIONS**

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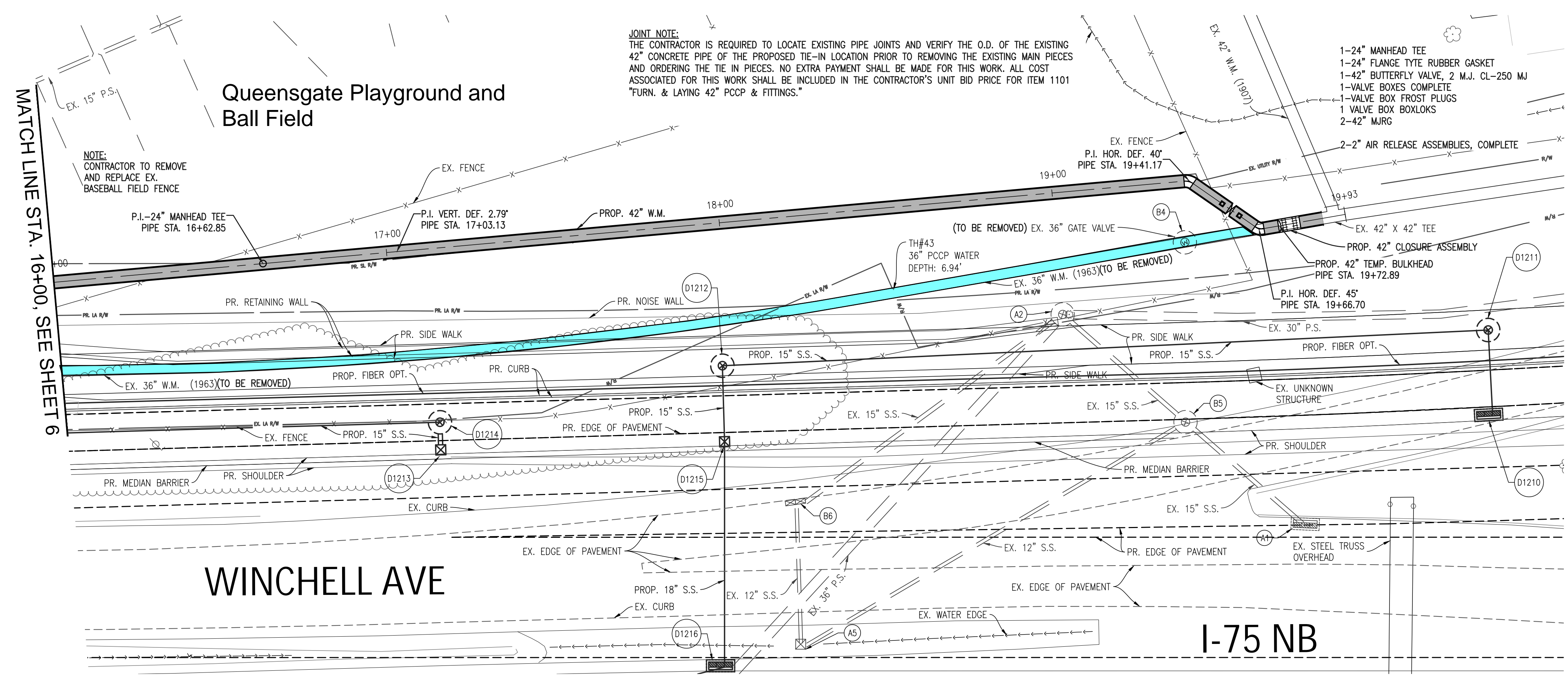
GREATER CINCINNATI  
**WATER WORKS**  
 ENGINEERING DIVISION / DESIGN SECTION  
 3845 EASTERN AVENUE, CINCINNATI, OHIO 45226

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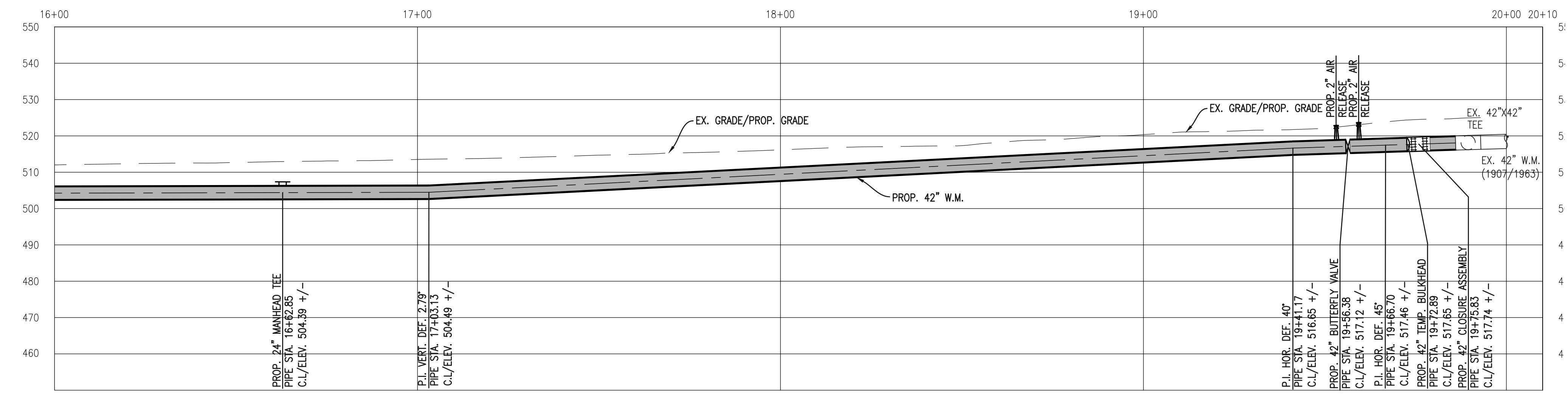
CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000



**Legend**

Existing Watermain Alignment

Proposed Watermain Alignment



**STRUCTURE TABLE**

D1210	PR. STORM INLET
D1211	PR. STORM MANHOLE
D1212	PR. STORM MANHOLE
D1213	PR. STORM INLET
D1214	PR. STORM MANHOLE
D1215	PR. STORM INLET
D1216	PR. STORM INLET
A1	EX. TRIPLE GUTTER INLET
A2	EX. SANITARY MANHOLE
A5	EX. CATCH BASIN
B4	EX. WATER VALVE BOX
B5	EX. STORM MANHOLE
B6	EX. CATCH BASIN

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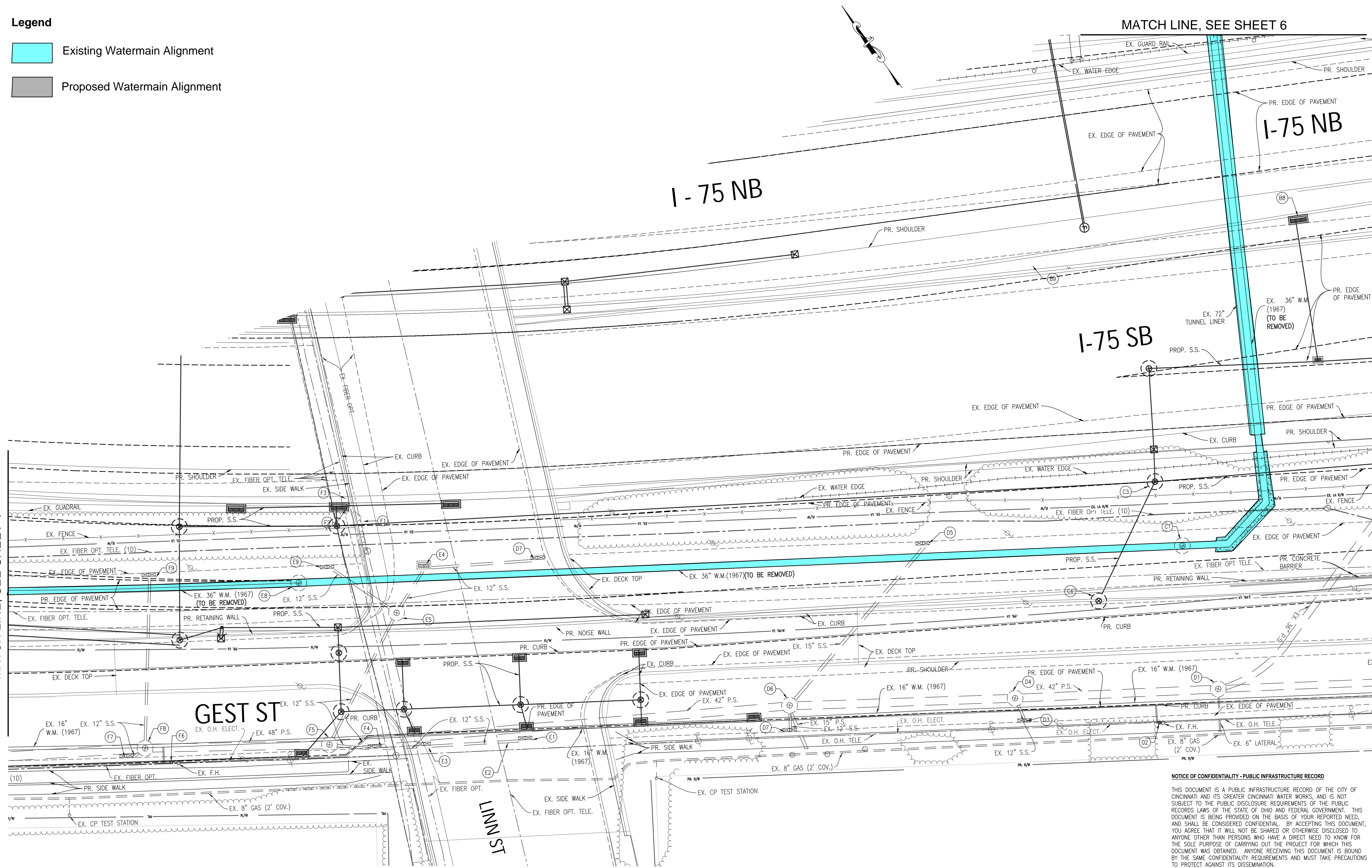
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CONTRACT NO. ODOT 116649, KYTC PROJECT 6-17, ODOT CONSTRUCTION PROJECT 23-3000

**Legend**

- Existing Watermain Alignment
- Proposed Watermain Alignment

MATCH LINE, SEE SHEET 4



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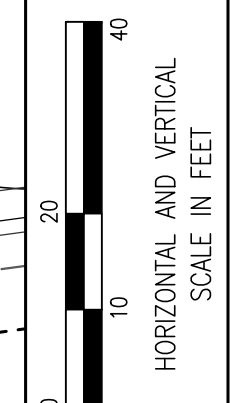
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MATCH LINE, SEE SHEET 6

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GREATER CINCINNATI  
WATER WORKS  
ENGINEERING DIVISION / DESIGN SECTION  
3845 EASTERN AVENUE, CINCINNATI, OHIO 45226



**GEST ST  
PLAN**

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## **Attachment 3: Section 106 Consultation – Watermain Relocation**



**Department of  
Transportation**  
transportation.ohio.gov

Mike DeWine, *Governor*  
Jim Tressel, *Lt. Governor*  
Pamela Boratyn, *Director*

October 21, 2025

Kristen Koehlinger  
Department Head Resource Protection and Review  
Ohio's State Historic Preservation Office (SHPO)  
Ohio History Connection  
800 East 17th Street Columbus, Ohio 43211  
kkoehlinger@ohiohistory.org

Subject: HAM-71/75 BSB PID 89068/116649 Brent Spence Bridge Project

Re: 19<sup>th</sup>-20<sup>th</sup> Century Infrastructure Remnants at Linn Street

Dear Ms. Koehlinger,

The above-referenced project takes place in an urban part of Cincinnati that has been characterized by transportation and utility infrastructure for many decades. It is not uncommon to encounter abandoned streetcar and interurban lines/base, sewer lines, waterlines, remanent brick/stone pavers, and incidental artifacts in disturbed contexts. We have found that such resources typically do not have the potential to meet the eligible criteria for the National Register of Historic Places (NRHP) or contribute significantly to an eligible or listed property.

We have recently been made aware of one location in the Brent Spence project area where a water line relocation will intersect a road (Linn Street) that once had a streetcar line (see Figures 1-3). Streetcars were a common feature in Cincinnati from the late 19<sup>th</sup> through mid-20<sup>th</sup> centuries. When the streetcar system in Cincinnati was abandoned in 1951, the rail lines were often simply paved over during road maintenance rather than being removed. When ODOT constructed I-75, additional fill was added over Linn Street in the area of the water line, and it is possible that the streetcar lines remain in place below the road surface. ODOT needs to dig a trench across Linn Street for the waterline relocation and plans to remove the streetcar line in this location if it is still there. This is not in a location where a streetcar node would have led to

the development of a local residential or commercial district that is currently extant and listed or eligible for listing on the NRHP for its association with the historic streetcar system.

Given that we anticipate potentially encountering the streetcar line in this particular location and given the transportation history of the project area we would like to take this opportunity to coordinate on both the anticipated streetcar line and other possible infrastructure resources in this location. ODOT is seeking SHPO's concurrence that the following common 19<sup>th</sup>-20<sup>th</sup> century infrastructure related features, if found during waterline relocation construction in this location, do not meet the eligibility criteria either individually or as a contributing element of a historic property or historic district should they be discovered underneath or within the modern road rights-of-way, and therefore, do not require any further coordination or documentation.

- Streetcar lines, interurban lines, rail lines, and associated track or bedding materials within or underneath modern pavement
- Brick and stone pavers and brick lined gutters (not including those already addressed in the Longworth Hall Historic Property boundary)
- Stone curbs, stone sidewalks, and brick sidewalk pavers in accordance with the June 29, 2021 Best Practice
- Brick or clay water and/or sewer lines (this excludes water/sewer lines constructed of wood)
- Telecommunications/electric transmission-related artifacts
- Incidental artifacts found in disturbed fill (this excludes artifacts found in sealed archaeological contexts or human remains)

If other deposits or resources such as those excluded above that do not fall under the description of common 19<sup>th</sup>-20<sup>th</sup> century infrastructure related features/artifacts are identified, then ODOT will follow the Post-Review Unanticipated Discoveries Plan for Ohio laid out in Appendix A of the *Programmatic Agreement Among the Federal Highway Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet, the Ohio State Historic Preservation Officer, the Kentucky State Historic Preservation Officer, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the Brent Spence Bridge Corridor Project in Hamilton County, Ohio (HAM-71/75-0.00/0.22, PID 89068) and Kenton County, Kentucky (KYTC Item Number 6-17.00)*, executed October 20, 2023.

As discussed on October 20, 2025, ODOT plans to develop a project-wide approach for managing these resources after further studying the extensive documentation of the city's historic streetcar system.

We appreciate the opportunity to consult on these resources and to continue to work with you on this project. Please sign below to signify your concurrence by October 28, 2025. If you have any questions, please contact Erica Schneider at [erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov) or 614.387.0134. Thank you.

Respectfully,



Timothy M. Hill, Administrator  
Office of Environmental Services

Concurrence:



Kristen Koehlinger  
Deputy SHPO

10/23/25

Date

TMH:els

Enclosure

c: Beth Johnson, Cincinnati Preservation Association;  
Chris Kraska, Ohio Archaeological Council  
Al Tonetti, Ohio Archaeological Council  
Pam Baughman, FHWA

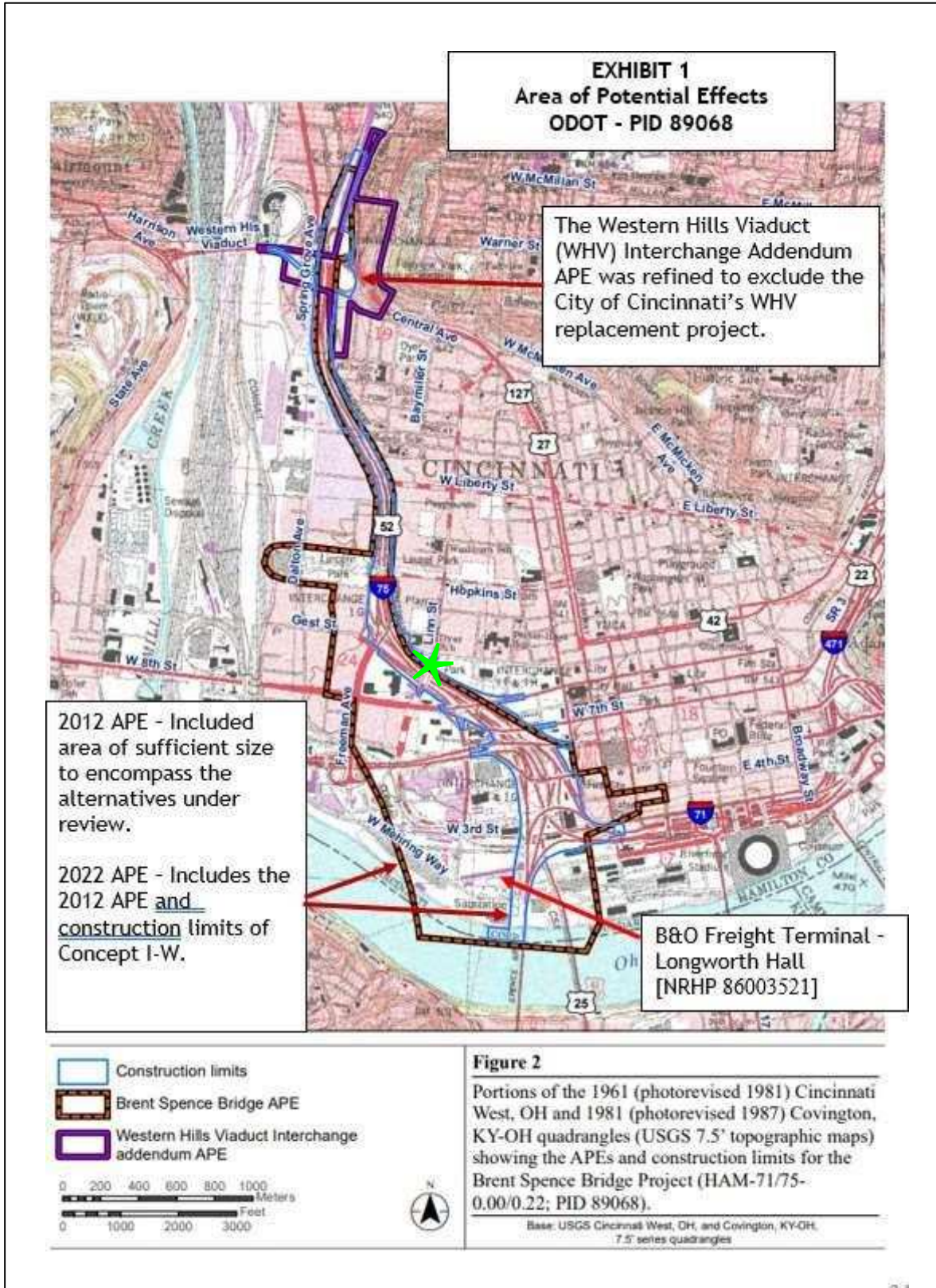
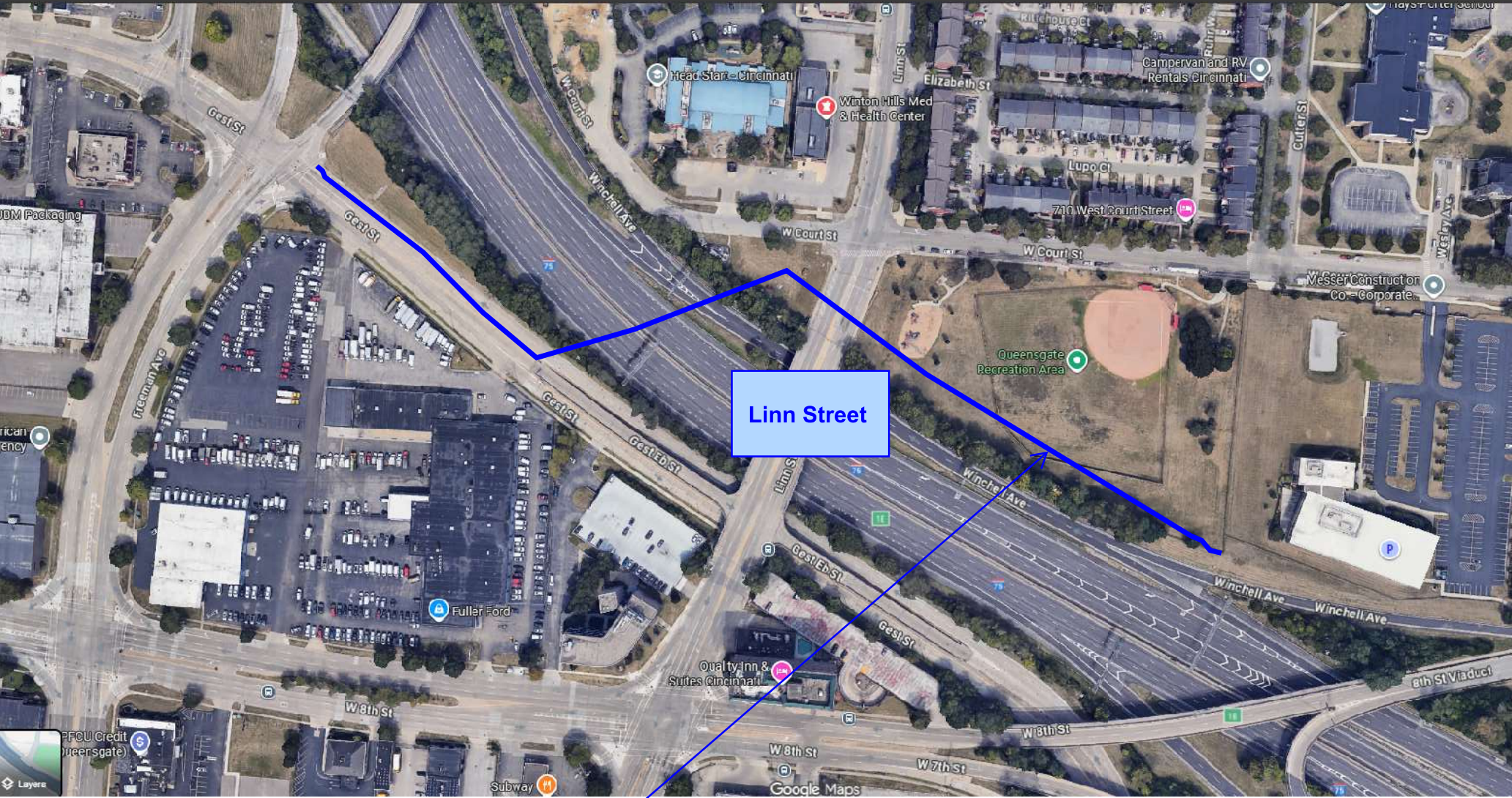


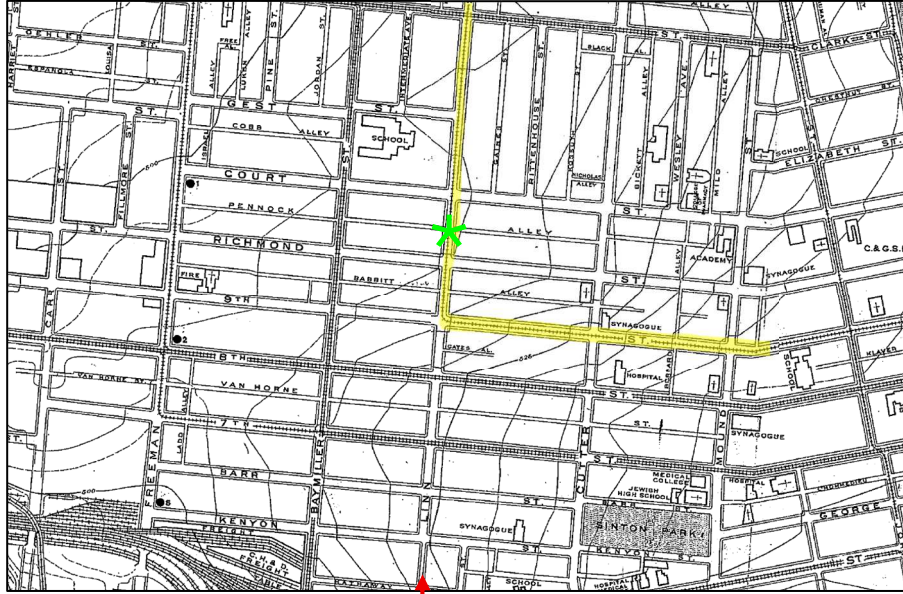
Figure 1. Location Map. Green star marks approximate location of waterline relocation project.



**Figure 2. Water line relocation route.**

New 42" water main alignment

42" Water main Relocation - Greater Cincinnati Water Works Brent Spence Corridor - Phase III PID 116649



Linn Street

**Figure 3:** 1913 Topographic Survey of the City of Cincinnati, Sheet #30, Downtown Section. Streetcar line on Linn Street and 9<sup>th</sup> Street highlighted in yellow. Approximate location of waterline relocation marked with green star.



---

**Attachment 4: Section 106 PA Notification**

## Becky Rude

---

**From:** ESchneid <fileshare@dot.state.oh.us>  
**Sent:** Wednesday, December 10, 2025 3:41 PM  
**To:** beth.johnson@cincinnati-preservation.org; kytc.officeofthesecretary@ky.gov; craig.potts@ky.gov; jason.barron@cincinnati-oh.gov; cgriffin.nati@yahoo.com; gregory.johnson@cintimha.com; chriskraska@gmail.com; actonetti@att.net; ron.washington@covingtonky.gov; permit@covingtonky.gov; brandon.holmes@covingtonky.gov; dwelling@ohiohistory.org; mfisher@ohiohistory.org; rebecca@rebeccaweber.com; info@kentoncountyhistoricalsociety.org  
**Cc:** Becky Rude; Hans, Stacey D (KYTC-D06); carl.shields@ky.gov; stephanie.lechert@ky.gov; anthony.pankala@dot.ohio.gov; Hoffman, Larry; Hill, Timothy; susan.gasbarro@dot.ohio.gov; pamelabaughman@dot.gov  
**Subject:** Updated Section 106 Programmatic Agreement for Brent Spence Corridor Project

External Email: Use caution when clicking on links, replying, or opening attachments.

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## You have received this message from the Ohio Department of Transportation LiquidFiles File Transfer System.

ODOT uses this system to facilitate the secure transfer of files to and from the department. Please read the following message for more details.

Dear Section 106 Consulting Party,

Attached please find an updated copy of the *Programmatic Agreement Among the Federal Highway Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet, the Ohio State Historic Preservation Officer, the Kentucky State Historic Preservation Officer, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the Brent Spence Corridor Project in Hamilton County, Ohio (HAM-71/75-0.00/0.22, PID 89068) and Kenton County, Kentucky (KYTC Item Number 6-17.00)*, executed October 20, 2023.

The only change to the document from the original version sent to you previously is that updated Area of Potential Effect (APE) mapping reflecting NEPA Re-evaluation 1 has been added to Exhibit 1. Specifically, pages 40 and 41 show the 2024 APE for above ground resources and pages 44 and 45 show the 2024 APE for archaeological resources. These changes are all in Kentucky. No changes occurred in Ohio.

NEPA Re-Evaluation 1 was approved by FHWA on August 13, 2025 ([https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1\\_2025-08%20.pdf](https://bsbc-spaces001.nyc3.cdn.digitaloceanspaces.com/documents/Re-evaluation1_2025-08%20.pdf)). The updated APE maps were added to the Section 106 PA for consistency purposes and do not change anything agreed to within the body of the document. We are providing this so you may update your records.

If you have any questions, please let me know. Thank you.

Sincerely,

~ *Erica*

**Erica L. Schneider, MA, RPA**

**Assistant Environmental Administrator**

**Office of Environmental Services**

1980 West Broad Street

Columbus, Ohio 43223

D: 614.387.0134

[erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov)

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## Secure Message Info

Message ID	AmVNElv0Ndy33BYbq1ooVO
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Message Expires	Saturday, 10 January
Message URL	<a href="https://fileshare.dot.state.oh.us/message/AmVNElv0Ndy33BYbq1ooVO">https://fileshare.dot.state.oh.us/message/AmVNElv0Ndy33BYbq1ooVO</a>
Permission	Only specified recipients can access the files attached to this message.

## Files attached to this message

Filename	Size
2023 10 20 EXEC. BSB Section 106 PA (PID 89068 KYTC Item No 6 17).Updated APE.pdf	11.3 MB

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LiquidFiles Appliance: <https://fileshare.dot.state.oh.us>

## Becky Rude

---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Tuesday, January 20, 2026 12:27 PM  
**To:** Becky Rude  
**Subject:** FW: ACHP Filing of Updated Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

**Categories:** Reference

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Hi Becky,

Please see below.

Thanks,  
Stacey

---

**From:** Baughman, Pamela (FHWA) <pamela.baughman@dot.gov>  
**Sent:** Tuesday, January 20, 2026 8:22 AM  
**To:** Schneider, Erica <erica.schneider@dot.ohio.gov>; Hill, Timothy <tim.hill@dot.ohio.gov>; Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Cc:** Lowry, Sara (FHWA) <Sara.Lowry@dot.gov>  
**Subject:** FW: ACHP Filing of Updated Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

FYI-

**Pamela Baughman**

U.S. DOT | FHWA Ohio Division  
Environmental Program Manager  
Office (614) 280-6835  
Mobile (771) 241-3683  
[Pamela.Baughman@dot.gov](mailto:Pamela.Baughman@dot.gov)

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**From:** Kasey Miller <[kmiller@achp.gov](mailto:kmiller@achp.gov)>  
**Sent:** Friday, January 16, 2026 4:31 PM  
**To:** Baughman, Pamela (FHWA) <[pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov)>  
**Subject:** RE: [External] ACHP Filing of Updated Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

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Ref: *Brent Spence Bridge Corridor Project  
Cities of Cincinnati and Covington, Hamilton County, Ohio and Kenton County, Kentucky*

ACHP Project Number: 019924

Dear Ms. Baughman:

On January 7th, 2026, the Advisory Council on Historic Preservation (ACHP) received a copy of the executed amendment to the *Programmatic Agreement Among the Federal Highway Administration, the Ohio Department of Transportation, the Kentucky Transportation Cabinet, the Ohio State Historic Preservation Officer, the Kentucky State Historic Preservation Officer, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the Brent Spence Bridge Corridor Project in Hamilton County, Ohio (HAM-71/75-0.00/0.22, PID 89068) and Kenton County, Kentucky (KYTC Item Number 6-17.00)* in accordance with 36 CFR § 800.6(b)(1)(iv). The ACHP acknowledges receipt of the amendment, and the filing of the amendment and implementation of its terms fulfills the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800).

We appreciate receiving a copy of this amendment for our records. Please ensure that all consulting parties are provided a copy of the executed amendment. Should you have questions or require additional assistance, please contact me at (202) 517-6389 or by e-mail at [kmiller@achp.gov](mailto:kmiller@achp.gov) and reference the ACHP Project Number above.

Sincerely,  
Kasey Miller  
Program Analyst and FHWA Liaison  
Advisory Council on Historic Preservation  
[kmiller@achp.gov](mailto:kmiller@achp.gov)  
(202) 517-6389



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**From:** Baughman, Pamela (FHWA) <[pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov)>  
**Sent:** Wednesday, January 7, 2026 12:20 PM  
**To:** e106 <[e106@achp.gov](mailto:e106@achp.gov)>; Kasey Miller <[kmiller@achp.gov](mailto:kmiller@achp.gov)>  
**Cc:** Claxton, Theresa (FHWA) <[Theresa.Claxton@dot.gov](mailto:Theresa.Claxton@dot.gov)>; Toni, Melissa (FHWA) <[melissa.toni@dot.gov](mailto:melissa.toni@dot.gov)>  
**Subject:** [External] ACHP Filing of Updated Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

Hello,

Please find attached a copy of the e-106 form and updated executed Programmatic Agreement for FHWA's Brent Spence Bridge Corridor Project in Ohio and Kentucky for ACHP filing. The agreement has been updated in Exhibit 1 only, so that the Area of Potential Effects (APE) reflects mapping consistent with the consultation for the project and NEPA Re-evaluation #1, which was approved by FHWA on 8/13/25. Maps have been added to depict the updated APE in Kentucky for above-ground and archaeological resources; there are no updates for the APE in Ohio. The agreement with updated exhibits was also provided to consulting parties on 12/10/25.

Please let us know if you have any questions or need any further information to process this notification.

Thanks,  
Pam

**Pamela Baughman**

U.S. DOT | FHWA Ohio Division  
Environmental Program Manager  
Office (614) 280-6835  
Mobile (771) 241-3683  
[Pamela.Baughman@dot.gov](mailto:Pamela.Baughman@dot.gov)

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**From:** Baughman, Pamela (FHWA)

**Sent:** Monday, October 23, 2023 11:05 AM

**To:** [mranslow@achp.gov](mailto:mranslow@achp.gov); e106 <[e106@achp.gov](mailto:e106@achp.gov)>

**Cc:** Clarke, David (FHWA) <[david.clarke@dot.gov](mailto:david.clarke@dot.gov)>; Ballantyne, John (FHWA) <[John.Ballantyne@dot.gov](mailto:John.Ballantyne@dot.gov)>; Diop, Mour (FHWA) <[mour.diop@dot.gov](mailto:mour.diop@dot.gov)>; Toni, Melissa (FHWA) <[melissa.toni@dot.gov](mailto:melissa.toni@dot.gov)>; Long, Timothy (FHWA) <[timothy.long@dot.gov](mailto:timothy.long@dot.gov)>; Jeter, Todd (FHWA) <[Todd.Jeter@dot.gov](mailto:Todd.Jeter@dot.gov)>; Stacey Hans <[Stacey.hans@ky.gov](mailto:Stacey.hans@ky.gov)>; Ross, Eric (FHWA) <[Eric.Ross@dot.gov](mailto:Eric.Ross@dot.gov)>; Tim Hill ([Tim.Hill@dot.ohio.gov](mailto:Tim.Hill@dot.ohio.gov)) <[Tim.Hill@dot.ohio.gov](mailto:Tim.Hill@dot.ohio.gov)>

**Subject:** ACHP Filing of Executed Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

Good morning,

Please find attached a copy of the e-106 form and executed Programmatic Agreement for FHWA's Brent Spence Bridge Corridor Project in Ohio and Kentucky for ACHP filing.

Please let us know if you have any questions or need any further information to process this notification.

Thanks,  
Pam

**Pamela Baughman**

U.S. DOT | FHWA Ohio Division  
Environmental Program Manager  
(614) 280-6835  
[Pamela.Baughman@dot.gov](mailto:Pamela.Baughman@dot.gov)

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**From:** Baughman, Pamela (FHWA)

**Sent:** Tuesday, August 15, 2023 8:08 AM

**To:** [e106@achp.gov](mailto:e106@achp.gov)

**Cc:** [mranslow@achp.gov](mailto:mranslow@achp.gov); Clarke, David (FHWA) <[david.clarke@dot.gov](mailto:david.clarke@dot.gov)>; Ballantyne, John (FHWA) <[John.Ballantyne@dot.gov](mailto:John.Ballantyne@dot.gov)>; Diop, Mour (FHWA) <[mour.diop@dot.gov](mailto:mour.diop@dot.gov)>; Toni, Melissa (FHWA) <[melissa.toni@dot.gov](mailto:melissa.toni@dot.gov)>; Long, Timothy (FHWA) <[timothy.long@dot.gov](mailto:timothy.long@dot.gov)>; Jeter, Todd (FHWA) <[Todd.Jeter@dot.gov](mailto:Todd.Jeter@dot.gov)>; Stacey Hans <[Stacey.hans@ky.gov](mailto:Stacey.hans@ky.gov)>; Tim Hill ([Tim.Hill@dot.ohio.gov](mailto:Tim.Hill@dot.ohio.gov)) <[Tim.Hill@dot.ohio.gov](mailto:Tim.Hill@dot.ohio.gov)>

**Subject:** Section 106 Programmatic Agreement for FHWA BSBCP in Ohio and Kentucky

Good morning,

Please find attached a copy of the e-106 form and draft Programmatic Agreement for FHWA's Brent Spence Bridge Corridor Project in Ohio and Kentucky.

Please let us know if you have any questions or need any further information to process this notification.

Thanks,  
Pam



**Pamela Baughman**

U.S. DOT | FHWA Ohio Division  
Environmental Program Manager  
200 North High St, Room 328  
Columbus, OH 43215  
(614) 280-6835  
[Pamela.Baughman@dot.gov](mailto:Pamela.Baughman@dot.gov)  
<https://www.fhwa.dot.gov/ohdiv/>



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**Attachment 5: Section 4(f) Coordination – Watermain Relocation**

**From:** [Schneider, Erica](#)  
**To:** "Nuss, Maddi"; [Sommer, Kirby](#)  
**Cc:** [Smithson, Joseph](#); [Smith, Larry](#); [Pankala, Anthony](#); [Hoffman, Larry](#); [Baughman, Pamela \(FHWA\)](#); [Stewart, Tiffany](#); [Swift, Sonya](#); [Wright, Angela](#); [Betts, Daniel](#)  
**Subject:** RE: [External Email] RE: Queens gate Recreation Area – Section 4(f) Coordination  
**Date:** Thursday, October 23, 2025 8:39:00 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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Maddi,

Thank you for the quick response! We will make sure that the contact information is changed as you requested. Thank you again!

*~Erica*

**Erica L. Schneider, MA, RPA**  
**Assistant Environmental Administrator**  
**Office of Environmental Services**  
1980 West Broad Street  
Columbus, Ohio 43223  
D: 614.387.0134  
[erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov)



**Department of  
Transportation**

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**From:** Nuss, Maddi <maddi.nuss@cincinnati-oh.gov>  
**Sent:** Monday, October 20, 2025 12:36 PM  
**To:** Schneider, Erica <Erica.Schneider@dot.ohio.gov>; Sommer, Kirby <kirby.sommer@cincinnati-oh.gov>  
**Cc:** Smithson, Joseph <Joe.Smithson@dot.ohio.gov>; Smith, Larry <Keith.Smith@dot.ohio.gov>; Pankala, Anthony <Anthony.Pankala@dot.ohio.gov>; Hoffman, Larry <Larry.Hoffman@dot.ohio.gov>; Baughman, Pamela (FHWA) <pamela.baughman@dot.gov>; Stewart, Tiffany <Tiffany.Stewart@cincinnati-oh.gov>; Swift, Sonya <Sonya.Swift@cincinnati-oh.gov>; Wright, Angela <angela.wright@cincinnati-oh.gov>; Betts, Daniel <daniel.betts@cincinnati-oh.gov>  
**Subject:** Re: [External Email] RE: Queens gate Recreation Area – Section 4(f) Coordination

Hello Erica,

You can change any contact information from Dan Jones to mine, my info is attached in the signature below and our Engineer Kirby Sommer has been in attendance at the meetings and will also check on the site through the construction process. We agree with the

measures you are taking and approve the items proposed. Please let me know if you need anything else from CRC and we look forward to the completion of this project!

**Maddi Slack**

Architectural Designer, MLA, CPSI

Cincinnati Recreation Commission

805 Central Ave. Suite 800

Cincinnati, OH 45202

**p** 513.352.4044

**c** 513.704.7428

[cincyrec.org](http://cincyrec.org)



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**From:** [Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov) <[Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov)>

**Sent:** Thursday, October 16, 2025 4:49 PM

**To:** Betts, Daniel <[daniel.betts@cincinnati-oh.gov](mailto:daniel.betts@cincinnati-oh.gov)>

**Cc:** [Joe.Smithson@dot.ohio.gov](mailto:Joe.Smithson@dot.ohio.gov) <[Joe.Smithson@dot.ohio.gov](mailto:Joe.Smithson@dot.ohio.gov)>; [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) <[Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)>; [Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov) <[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)>; [Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov) <[Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov)>; [pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov) <[pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov)>; Nuss, Maddi <[Maddi.Nuss@cincinnati-oh.gov](mailto:Maddi.Nuss@cincinnati-oh.gov)>; Stewart, Tiffany <[Tiffany.Stewart@cincinnati-oh.gov](mailto:Tiffany.Stewart@cincinnati-oh.gov)>; Swift, Sonya <[Sonya.Swift@cincinnati-oh.gov](mailto:Sonya.Swift@cincinnati-oh.gov)>; Wright, Angela <[angela.wright@cincinnati-oh.gov](mailto:angela.wright@cincinnati-oh.gov)>

**Subject:** [External Email] RE: Queens gate Recreation Area – Section 4(f) Coordination

You don't often get email from [erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov). [Learn why this is important](#)

External Email Communication

Daniel,

Thank you for the quick response! I look forward to hearing from Tiffany and Maddi. Please let me know if anyone has any questions. I'd be happy to discuss if necessary.

With appreciation,

*~Erica*

**Erica L. Schneider, MA, RPA**  
**Assistant Environmental Administrator**  
**Office of Environmental Services**  
1980 West Broad Street  
Columbus, Ohio 43223  
D: 614.387.0134  
[erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov)



**Department of  
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**From:** Betts, Daniel <[daniel.betts@cincinnati-oh.gov](mailto:daniel.betts@cincinnati-oh.gov)>  
**Sent:** Thursday, October 16, 2025 4:15 PM  
**To:** Schneider, Erica <[Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov)>  
**Cc:** Smithson, Joseph <[Joe.Smithson@dot.ohio.gov](mailto:Joe.Smithson@dot.ohio.gov)>; Smith, Larry <[Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)>; Pankala, Anthony <[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)>; Hoffman, Larry <[Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov)>; Baughman, Pamela (FHWA) <[pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov)>; Nuss, Maddi <[Maddi.Nuss@cincinnati-oh.gov](mailto:Maddi.Nuss@cincinnati-oh.gov)>; Stewart, Tiffany <[Tiffany.Stewart@cincinnati-oh.gov](mailto:Tiffany.Stewart@cincinnati-oh.gov)>; Swift, Sonya <[Sonya.Swift@cincinnati-oh.gov](mailto:Sonya.Swift@cincinnati-oh.gov)>; Wright, Angela <[angela.wright@cincinnati-oh.gov](mailto:angela.wright@cincinnati-oh.gov)>  
**Subject:** Queens gate Recreation Area – Section 4(f) Coordination

Hi Erica,

Thank you for the email and for sharing these details regarding the Brent Spence Bridge project. I'm copying **Tiffany Stewart** and **Maddi Nuss**, as **Daniel Jones has retired**, and we've made some recent changes within our Planning Division.

Tiffany and Maddi will review your message and provide a response on behalf of the Cincinnati Recreation Commission, copying me on their correspondence.

Best regards,

Thank you,  
Daniel E. Betts, MBA  
Cincinnati Recreation Director  
805 Central Ave. Suite 800  
Cincinnati, Ohio 45202  
P 513.352.4006

C 513.240.5685  
F 513.352.1634  
<http://cincyrec.org>



*"Whether you think you can or think you can't, either way you are right." Henry Ford*

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**From:** [Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov) <[Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov)>  
**Sent:** Thursday, October 16, 2025 3:49 PM  
**To:** Betts, Daniel <[daniel.betts@cincinnati-oh.gov](mailto:daniel.betts@cincinnati-oh.gov)>  
**Cc:** [Joe.Smithson@dot.ohio.gov](mailto:Joe.Smithson@dot.ohio.gov); [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov); [Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov);  
[Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov); [pamela.baughman@dot.gov](mailto:pamela.baughman@dot.gov)  
**Subject:** [External Email] Queensgate Recreation Area Waterline Relocation Impacts  
**Importance:** High

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External Email Communication

Dear Mr. Betts,

My name is Erica Schneider and I am working on the Brent Spence Bridge project with ODOT. As you are aware, we are working with the Greater Cincinnati Water Works (GCWW) to relocate a waterline that will go through Queensgate Recreation Area. Recently, you signed an MOU with the GCWW on behalf of the Cincinnati Recreation Commission regarding this waterline relocation project. Since this is part of the Brent Spence project, which is receiving Federal USDOT funding, we need to consider the impacts of the waterline relocation under Section 4(f) of the USDOT Act.

Due to the use of federal funds, the proposed project is subject to the requirements of Section 4(f) of the *Department of Transportation (DOT) Act of 1966*, which affords protection to publicly-owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this correspondence is to document that the Official with Jurisdiction concurs with the measures to minimize harm and the assessment of impacts.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the NEPA document:

- The contractor shall notify Daniel Jones at the Cincinnati Recreation Commission to

coordinate prior to work commencing in the park and the ballfield area.

- The Contractor shall be responsible for any damages to playground equipment or grounds and any disturbance to the playground will be restored.
- The Contractor shall remove and reinstall the existing baseball field fence and windscreen. Any damage to any unremoved portion of the fence or windscreen will be repaired in kind by the contractor.
- All restoration within the baseball field fence shall be sodding with topsoil.
- The contractor shall coordinate fence and irrigation replacement with the Cincinnati Recreation Commission.

In accordance with 23 CFR 774.13(d), the temporary occupancy of land associated with Queensgate Recreation Area will not constitute a “use”, based on the following assessment:

- The duration of occupancy is temporary and less than the time needed for construction of the project, and no permanent change in ownership of the land will occur
- The scope of work is minor, in that both the nature and magnitude of the changes to the existing Section 4(f) property are minimal
- There are no anticipated permanent adverse physical impacts, nor interference with the protected recreational activities, features, or attributes of the Section 4(f) property on either a temporary or permanent basis
- And any land to be disturbed will be fully restored and returned to a condition which is at least as good as that which existed prior to the project

Based on the scope of the proposed project and type of work, no permanent restriction of access or incorporation of land from the Queensgate Recreation Area into a transportation facility will occur. If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed undertaking, please indicate as such by responding accordingly to this e-mail no later than October 24, 2025.

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me at [Erica.Schneider@dot.ohio.gov](mailto:Erica.Schneider@dot.ohio.gov) or 614.387.0134.

*~Erica*

**Erica L. Schneider, MA, RPA**  
**Assistant Environmental Administrator**

**Office of Environmental Services**

1980 West Broad Street

Columbus, Ohio 43223

D: 614.387.0134

[erica.schneider@dot.ohio.gov](mailto:erica.schneider@dot.ohio.gov)



**Department of  
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