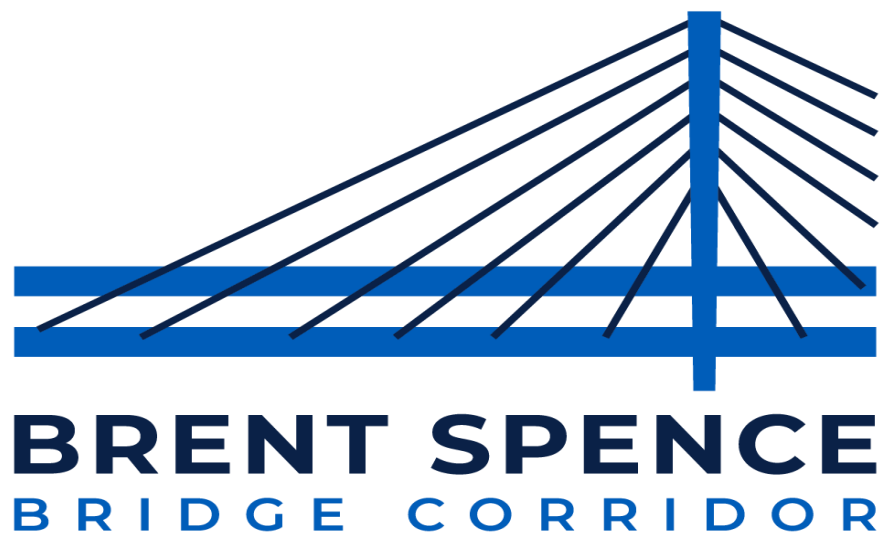
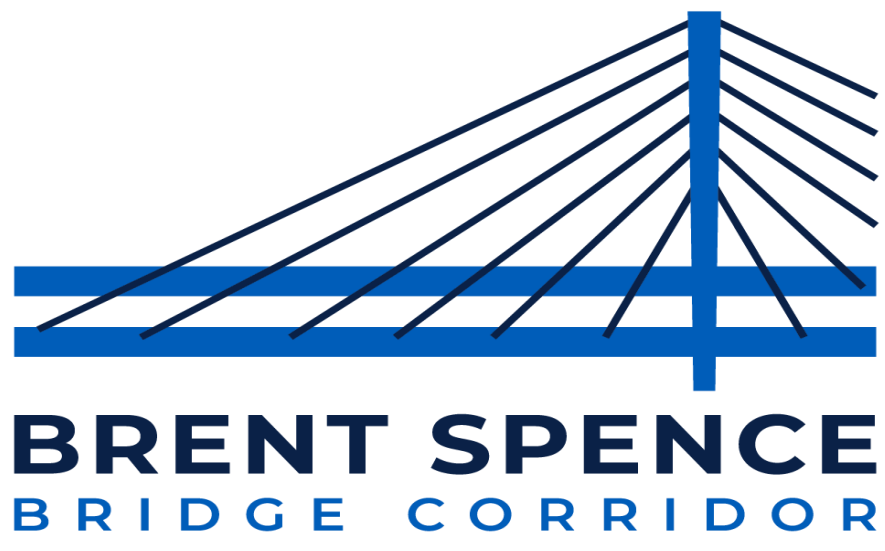




Project Commitment Tracking
June 4, 2026

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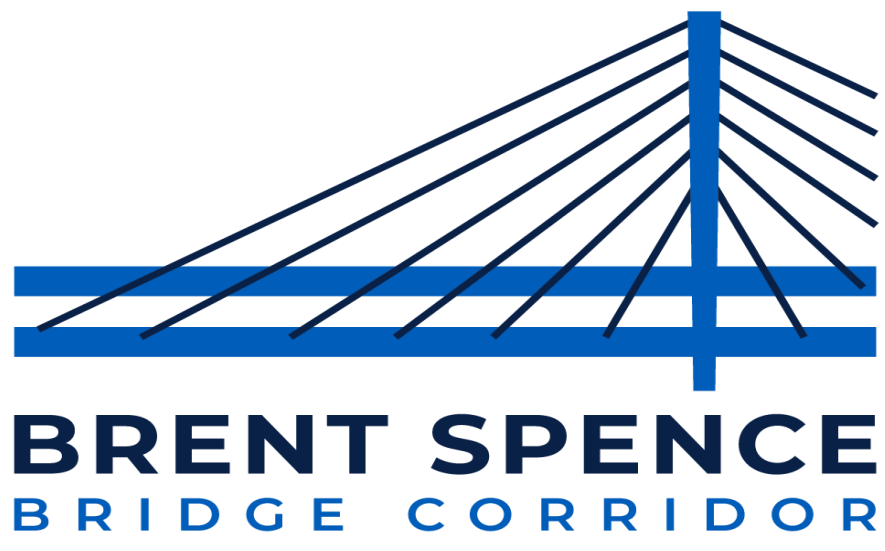
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
1		Future Design Refinements	Kentucky Transportation Cabinet (KYTC) and Ohio Department of Transportation (ODOT) will conduct the following coordination when innovations are proposed for the Phase III progressive design-build contract:	KYTC, ODOT	Design	II, III	113361, 116649	SEA: 3.7, 5.6	Complete	3/6/2026
1	1.a	Future Design Refinements	When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as the City of Cincinnati, the City of Covington, the City of Park Hills, the City of Fort Wright, the City of Fort Mitchell, Hamilton County, and Kerton County and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process.	KYTC, ODOT	Design	II, III	113361, 116649	SEA: 3.7, 5.6	Complete	3/6/2026
1	1.b	Future Design Refinements	When KYTC, ODOT, and Federal Highway Administration (FHWA) determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the rationale for the decision.	KYTC, ODOT	Design	II, III	113361, 116649	SEA: 3.7, 5.6	Complete	3/6/2026
1	1.c	Future Design Refinements	If an innovation requires additional coordination or reevaluation to meet National Environmental Policy Act (NEPA) requirements, KYTC, ODOT, and FHWA will conduct those activities in accordance with all federal requirements.	KYTC, ODOT	Design	II, III	113361, 116649	SEA: 3.7	Complete	3/6/2026
2		Travel Patterns and Access	In support of the Kentucky Transportation Cabinet (KYTC) Complete Streets, Roads, and Highways Policy, the Ohio Department of Transportation (ODOT) Multimodal Design Guide, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Regional Complete Streets Policy, the project will implement the following:	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649		Design in Progress	
2	2.a	Travel Patterns and Access	Measures will be implemented to improve safety for pedestrians and school-age children who cross the northbound entrance ramp from Dixie Highway to I-71/I-75. Measures will include reducing length of the crosswalk, installing warning signs, enhancing the pavement markings to better define the crosswalk for pedestrians and vehicles.	KYTC	Construction	III	116649	SEA: 4.1.4	Design in Progress	
2	2.b	Travel Patterns and Access	A new shared-use path will be built along the outside lanes on Simon Kenton Way. New/rebuilt sidewalks will be constructed along the outside lanes of Bullock Street.	KYTC	Construction	III	116649	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, 4.14.3, Figure 10	Design in Progress	
2	2.c	Travel Patterns and Access	Rebuilt sidewalks will be constructed along Pike Street west of I-71/I-75. New and rebuilt sidewalks will be constructed under the West 12th Street/MLK Jr. Boulevard, Pike Street, West 4th Street, West 9th Street, and West 3rd Street bridges.	KYTC	Construction	III	116649	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, 4.14.3, Figure 10 Re-evaluation 1: 7	Design in Progress	
2	2.d	Travel Patterns and Access	A new shared-use path, which will tie into the shared-use paths in the Goebel Park Complex, will be built under the 4th Street bridge. The shared-use path will be extended along Crescent Avenue to connect to an existing shared-use path along the Ohio River.	KYTC	Construction	III	116649	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, 4.14.3, Figure 10	Design in Progress	
2	2.e	Travel Patterns and Access	Shared-use paths will be built across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, and Ezzard Charles Drive.	ODOT	Construction	III	116649	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, Figure 10	Design in Progress	
2	2.f	Travel Patterns and Access	A new shared-use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive.	ODOT	Construction	II, III	116649, 113361	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, Figure 10	Construction in Progress	
2	2.g	Travel Patterns and Access	New and rebuilt sidewalks will be constructed across I-75 on Linn Street, Freeman Avenue, Ezzard Charles Drive, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue.	ODOT	Construction	II	122048	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, Figure 10	Design in Progress	
2	2.h	Travel Patterns and Access	New sidewalk will be installed along West Court Street, including a pedestrian bridge connection to Freeman Avenue.	ODOT	Construction	II	122048	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, Figure 10	Design in Progress	
2	2.i	Travel Patterns and Access	New and rebuilt bike lanes will be constructed across I-75 on Liberty Street, Findlay Street, Bank Street, and Harrison Avenue.	ODOT	Construction	II	122052	SEA: 4.1.2, 4.1.4, 4.1.7, 4.1.8, 4.1.9, Figure 10	Not Started	
3		Travel Patterns and Access	During final design, KYTC will coordinate with the Northern Kentucky cities along the corridor, including Fort Mitchell, Fort Wright, Park Hills, and Covington, and Kentucky first responders, including police, fire, and emergency services, to ensure the completed project accommodates emergency response access to the collector-distributor and mainline roadways.	KYTC	Design	III	116649	SEA: 4.1.4, 5.6	Design in Progress	
3		Travel Patterns and Access	During final design, KYTC will coordinate with the Northern Kentucky cities along the corridor, including Fort Mitchell, Fort Wright, Park Hills, and Covington, and Kentucky first responders, including police, fire, and emergency services, to ensure the completed project accommodates emergency response access to the collector-distributor and mainline roadways.	KYTC	Construction	III	116649	SEA: 4.1.4, 5.7	Design in Progress	
4		Relocations	If project-related activities result in impacts beyond those identified in the supplemental Environmental Assessment (EA) to tenants in Longworth Hall, then ODOT will conduct additional coordination in order for FHWA to determine if reevaluation to meet NEPA requirements is necessary.	ODOT	Design	III	116649	SEA: 4.1.5, 4.1.7, 4.1.8, 4.10.1	Design in Progress	
4		Relocations	If project-related activities result in impacts beyond those identified in the supplemental EA to tenants in Longworth Hall, then ODOT will conduct additional coordination in order for FHWA to determine if reevaluation to meet NEPA requirements is necessary.	ODOT	Construction	III	116649	SEA: 4.1.5, 4.1.7, 4.1.8, 4.10.1	Construction in Progress	
5		Economy and Employment	During Phase III of the Brent Spence Bridge (BSB) Corridor Project, KYTC and ODOT will conduct the following activities to support business and workforce development:	KYTC, ODOT	Design, Construction	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Design in Progress	
5	5.a	Economy and Employment	Establish separate goals for disadvantaged business enterprise (DBE) participation in both the design and construction portions of the Phase III contract.	KYTC, ODOT	Design	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Complete	3/13/2023
5	5.a	Economy and Employment	Establish separate goals for disadvantaged business enterprise (DBE) participation in both the design and construction portions of the Phase III contract.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Design in Progress	
5	5.b	Economy and Employment	Develop an on-the-job training program to offer equal opportunity for the training of minorities, women, and disadvantaged persons to advance their skills toward journeyperson status in the highway construction trades. The project's contract documents will include a 15 percent on-the-job training target that will be finalized during the preconstruction phase of the progressive design-build contract.	KYTC, ODOT	Design	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Complete	1/17/2025
5	5.b	Economy and Employment	Develop an on-the-job training program to offer equal opportunity for the training of minorities, women, and disadvantaged persons to advance their skills toward journeyperson status in the highway construction trades. The project's contract documents will include a 15 percent on-the-job training target that will be finalized during the preconstruction phase of the progressive design-build contract.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Complete	12/11/2025
5	5.c	Economy and Employment	Create a workforce development plan to assist candidates seeking employment in the transportation industry or on related infrastructure projects.	KYTC, ODOT	Design	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1	Complete	4/27/2026
6		Economy and Employment	For the Phase III contract, KYTC, ODOT, and the design-build team will regularly engage with the Brent Spence Bridge Corridor Business and Workforce Engagement Committee to provide updates on the Business and Workforce Engagement Plan, with a specific focus on contract requirements such as on-the-job training opportunities and workforce requirements.	KYTC, ODOT	Design	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1, 5.6	Design in Progress	
6		Economy and Employment	For the Phase III contract, KYTC, ODOT, and the design-build team will regularly engage with the Brent Spence Bridge Corridor Business and Workforce Engagement Committee to provide updates on the Business and Workforce Engagement Plan, with a specific focus on contract requirements such as on-the-job training opportunities and workforce requirements.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.10.1, 5.6	Not Started	



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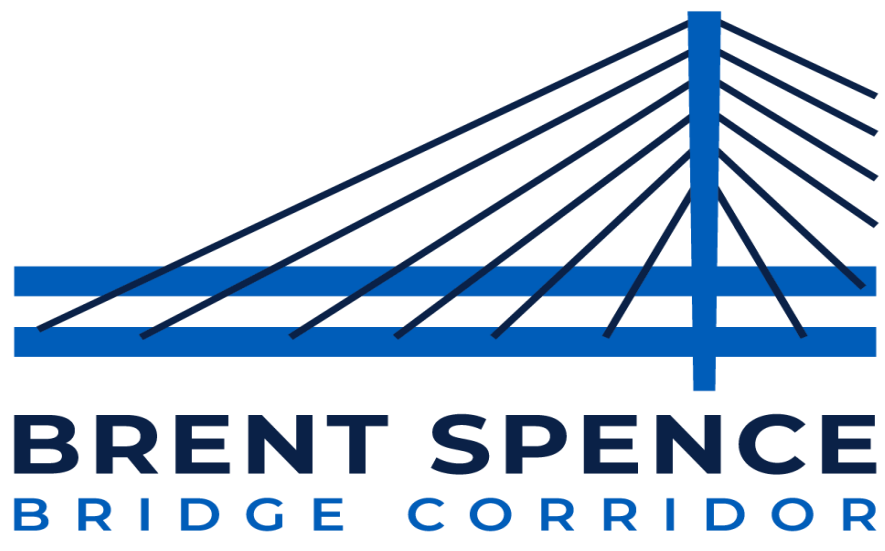
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
7		Threatened and Endangered Species	Coordination with the Kentucky Department of Fish and Wildlife Resources (KDFWR) will occur in the spring prior to the rehabilitation of the existing Brent Spence Bridge or the demolition of the bridge approaches to address potential nesting of peregrine falcons.	KYTC	Construction	III	116649	SEA: 4.2.4	Not Started	
8		Threatened and Endangered Species	Measures will be implemented to minimize and mitigate effects to mussels, the federally listed Indiana bat, gray bat, and northern long-eared bat and Ohio state listed little brown bat and tricolored bat as outlined in the project's Biological Assessment (October 2022) and Addendum of the Biological Assessment (August 2024).	KYTC, ODOT	Design, Construction	III	116649		Design in Progress	
8	8.a	Threatened and Endangered Species	Mussel salvage (relocation) within areas of direct impact and appropriate salvage zone buffers will be conducted per the Ohio Mussel Survey Protocol no more than one year prior to the start of construction in the Ohio River.	KYTC, ODOT	Construction	III	116649	SEA: 4.2.4	Complete	8/25/2025
8	8.b	Threatened and Endangered Species	Potential incidental take for the Indiana bat in Kentucky will be mitigated through a contribution to the Imperiled Bat Conservation Fund (IBCF) in accordance with the Programmatic Biological Opinion on the Effects of Transportation Projects in Kentucky on the Indiana Bat and Gray Bat.	KYTC	Construction	III	116649	SEA: 4.2.3, 4.2.4	Not Started	
8	8.c	Threatened and Endangered Species	No tree removal will occur in Kentucky from May 15 to July 31.	KYTC	Construction	III	116649	SEA: 4.2.4 Re-evaluation 1: 5.3.3, 5.3.4, 7	Design in Progress	
8	8.d	Threatened and Endangered Species	As required under Section 213 of the KYTC Standard Specifications, a site-specific erosion control plan, including best management practices (BMPs), will be developed by the resident engineer and contractor prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period. The plan will identify individual disturbed drainage areas where stormwater from the construction area will be discharged off-site or into waters of the Commonwealth of Kentucky. The location of the individual erosion prevention/sediment control measures will be identified by the resident engineer and contractor.	KYTC	Design	III	116649	SEA: 4.2.1, 4.2.2, 4.2.4, 4.2.7, 4.11.7	Design in Progress	
8	8.e	Threatened and Endangered Species	During grade and drain activities in Kentucky, mulch will be placed across all areas where no work will be conducted for a period of 14 consecutive days.	KYTC	Construction	III	116649	SEA: 4.2.4, 4.11.7	Not Started	
8	8.f	Threatened and Endangered Species	Tree clearing within riparian areas will be minimized. Trees to be removed will be determined by the resident engineer and the contractor prior to disturbance.	KYTC	Construction	III	116649	SEA: 4.2.3, 4.2.4	Design in Progress	
8	8.g	Threatened and Endangered Species	In Kentucky, silt fence, or other approved method, will be installed at the edge waters within the project corridors to eliminate the deposition of rock and debris in the stream during construction activities. In the unforeseen event that unintended debris does enter the stream, the resident engineer will halt the contributing activity until appropriate remedial actions have been implemented.	KYTC	Construction	III	116649	SEA: 4.2.4, 4.11.7	Design in Progress	
8	8.h	Threatened and Endangered Species	To the maximum extent practicable, construction activities in streams will take place during low-flow periods.	KYTC, ODOT	Construction	III	116649	SEA: 4.2.4	Not Started	
8	8.i	Threatened and Endangered Species	Equipment staging and cleaning areas will be located to eliminate direct inputs to the waters of the Commonwealth of Kentucky. These areas will be located such that effluent will be filtered through vegetated areas and appropriate sediment controls prior to discharge offsite.	KYTC	Design	III	116649	SEA: 4.2.4, 4.11.7	Design in Progress	
8	8.i	Threatened and Endangered Species	Equipment staging and cleaning areas will be located to eliminate direct inputs to the waters of the Commonwealth of Kentucky. These areas will be located such that effluent will be filtered through vegetated areas and appropriate sediment controls prior to discharge offsite.	KYTC	Construction	III	116649	SEA: 4.2.4, 4.11.8	Design in Progress	
8	8.j	Threatened and Endangered Species	Concrete will be poured in a manner to avoid spills into streams. In the unforeseen event that a spill does occur, the U.S. Fish and Wildlife Service (USFWS) will be notified, and the resident engineer will immediately halt the activity until remedial measures have been implemented.	KYTC, ODOT	Construction	III	116649	SEA: 4.2.4	Design in Progress	
8	8.k	Threatened and Endangered Species	Areas disturbed during construction activities in Kentucky will be stabilized through vegetation establishment and placement of riprap and geotextile fabric.	KYTC	Construction	III	116649	SEA: 4.2.4, 4.11.7	Construction in Progress	
8	8.l	Threatened and Endangered Species	Areas disturbed during construction in Kentucky and not stabilized with riprap and erosion blanket will be seeded using a standard seed mix. Depending on project slope and project location, application rates will vary and will utilize current and appropriate seed mixes as specified in the KYTC Standard Specifications.	KYTC	Construction	III	116649	SEA: 4.2.4, 4.11.7	Construction in Progress	
8	8.m	Threatened and Endangered Species	No tree removal will occur in Ohio from April 1 through September 30.	ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.2.4	Construction in Progress	
8	8.n	Threatened and Endangered Species	All phases/aspects of the project (e.g., temporary work areas, alignments) in Ohio will be modified to avoid tree removal in excess of what is required to implement the project safely.	ODOT	Design	I	114161	SEA: 4.2.3, 4.2.4	Design in Progress	
8	8.o	Threatened and Endangered Species	Tree removal in Ohio will be limited to that specified in project plans by clearly marking clearing limits. Contractors will be made aware of clearing limits in Ohio and how they are marked in the field.	ODOT	Design	I	114161	SEA: 4.2.3, 4.2.4	Design in Progress	
8	8.o	Threatened and Endangered Species	Tree removal in Ohio will be limited to that specified in project plans by clearly marking clearing limits. Contractors will be made aware of clearing limits in Ohio and how they are marked in the field.	ODOT	Construction	I	114161	SEA: 4.2.3, 4.2.4	Design in Progress	
8	8.p	Threatened and Endangered Species	ODOT's Construction and Material Specifications (CMS) and ODOT Supplemental Specification (SS) 813, SS 832, and SS 913 will be followed as applicable to address the following bat avoidance and minimization measures in Ohio: lighting (SS 813); dust control (CMS 616); water quality, wetland and stream protection (CMS 601, CMS 658, CMS 671, SS 832, and ODOT's Location and Design Manual, Volume 2).	ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.2.4, 4.11.7	Construction in Progress	
9		Drinking Water	A Spill Prevention Control and Countermeasures Plan that is acceptable to KYTC, ODOT, and the Kentucky Department for Environmental Protection will be prepared for the project. This plan will define, at minimum, protocols for the managing, handling, and disposing of oil spills, including contact with emergency response personnel, safety data sheets, and copies of agreements with agencies that would be part of a spill-response effort. The plan will also outline communication protocols to ensure proper and timely notification of nearby public drinking water supplies in the event of a spill, including the source water protection zones for the Louisville Water Company (KY0560258) and the Northern Kentucky Water District (KY0590220).	KYTC	Design	III	116649	SEA: 4.2.7, 4.14.3	Complete	11/19/2025
9		Drinking Water	A Spill Prevention Control and Countermeasures Plan that is acceptable to KYTC, ODOT, and the Kentucky Department for Environmental Protection will be prepared for the project. This plan will define, at minimum, protocols for the managing, handling, and disposing of oil spills, including contact with emergency response personnel, safety data sheets, and copies of agreements with agencies that would be part of a spill-response effort. The plan will also outline communication protocols to ensure proper and timely notification of nearby public drinking water supplies in the event of a spill, including the source water protection zones for the Louisville Water Company (KY0560258) and the Northern Kentucky Water District (KY0590220).	ODOT	Construction	III	116649	SEA: 4.2.7, 4.14.3	Design in Progress	
10		Drinking Water	A groundwater protection plan for the protection of groundwater will be developed in accordance with Title 401 of the Kentucky Administrative Regulations, Chapter 5, Regulation 37 (401 KAR 5:037). The plan will include the installation, construction, operation or abandonment of wells, bore holes or core holes, and other applicable project activities, as defined in 401 KAR 5:037. If groundwater monitoring wells are constructed, modified, or abandoned in Kentucky, the work will be conducted in accordance with 401 KAR 6:350.	KYTC	Design	III	116649	SEA: 4.2.7, 4.14.3	Complete	11/19/2025
10		Drinking Water	A groundwater protection plan for the protection of groundwater will be developed in accordance with Title 401 of the Kentucky Administrative Regulations, Chapter 5, Regulation 37 (401 KAR 5:037). The plan will include the installation, construction, operation or abandonment of wells, bore holes or core holes, and other applicable project activities, as defined in 401 KAR 5:037. If groundwater monitoring wells are constructed, modified, or abandoned in Kentucky, the work will be conducted in accordance with 401 KAR 6:350.	KYTC	Construction	III	116649	SEA: 4.2.7, 4.14.3	Design in Progress	
11		Regulated Materials	The following Environmental Site Assessment (ESA) work will be completed:	KYTC, ODOT	Design	III	116649		Design in Progress	



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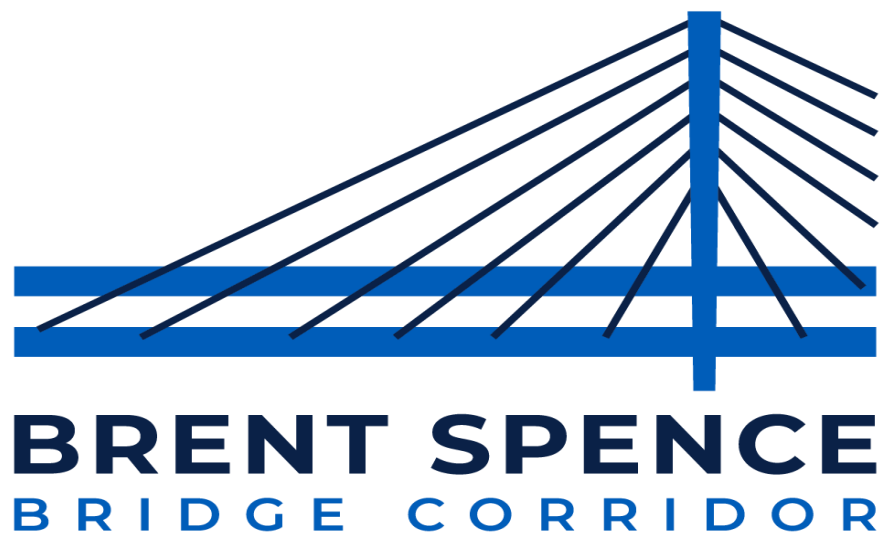
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11	11.a	Regulated Materials	Phase II ESAs will be conducted at 866 West 3rd Street and 550 Pike Street in Covington, Kentucky as required by the Comprehensive, Environmental Response, Compensation and Liability Act (1980) as amended by the Superfund Amendments and Reauthorization Act (1986). Only areas of construction/utility disturbances of 3 feet or greater in depth will be assessed.	KYTC	Design	III	116649	SEA: 4.4.2	Design in Progress	
11	11.b	Regulated Materials	If dewatering is necessary for construction purposes, plan notes for petroleum contaminated soil (PCS) and contaminated groundwater will be developed for the following sites and placed into the plans: 351 John Street, 514 West 3rd Street, and 302-304 Central Avenue in Cincinnati, Ohio.	ODOT	Design	III	116649	SEA: 4.1.9, 4.4.2	Complete	4/16/2026
11	11.c	Regulated Materials	Plan notes for the removal of underground storage tanks (USTs) will be developed for the following sites and placed in the plans: 508 West 3rd Street (1 UST) and 605 West 3rd Street (4 USTs) in Cincinnati, Ohio.	ODOT	Design	III	116649	SEA: 4.1.9, 4.4.2	Complete	4/16/2026
11	11.d	Regulated Materials	Plan notes for solid waste will be developed for the following sites and placed in the plans: 205 Central Avenue and 612 Mehring Way in Cincinnati, Ohio.	ODOT	Design	III	116649	SEA: 4.1.9, 4.4.2	Complete	4/16/2026
11	11.e	Regulated Materials	The project's construction documents will include a plan note to abandon the existing monitoring wells on property to be acquired from the Duke Energy West End Substation (646/655 Mehring Way in Cincinnati, Ohio).	ODOT	Design	III	116649	SEA: 4.4.2	Complete	4/16/2026
12		History/Architecture Resources	Measures to mitigate the adverse effect to the Lewisburg Historic District will comply with the Programmatic Agreement Among FHWA, ODOT, KYTC, the Ohio State Historic Preservation Office (SHPO), the Kentucky SHPO, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the BSB Corridor Project (Section 106 Programmatic Agreement).	KYTC	Design, Construction, Post-construction	III	116649		Design in Progress	
12	12.A.1 (Recordation)	History/Architecture Resources	In order to preserve a record of its history and appearance, the structures within the Lewisburg Historic District to be demolished as a part of this project will be recorded. Recordation will take place as soon as the properties have been acquired and well in advance of construction in this area; documentation of these structures, having unforeseen circumstance, will take less than four months to complete. State Level I Documentation is specified and will include the following per the Kentucky State Historic Preservation Officer's (SHPO's) February 12, 2020 Memorandum - Update to State Level Documentation:	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Design in Progress	
12	12.A.1.a	History/Architecture Resources	A Kentucky Historic Resource Individual Survey form (KHC 2017-1 or current version of form), completed or updated as appropriate.	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Complete	6/11/2025
12	12.A.1.b	History/Architecture Resources	A historic context, a synthesis of both archival research and current information, presented both as part of the documentation package as well as included in the "Historical Information" section of the Kentucky SHPO survey form in order to facilitate the separate archiving of these documents. Archival research, thorough but less intensive than a stand-alone historic context, shall be conducted to gather specific historical information about the property and its context with sources cited. If historic archival images are located, a representative sample or link to that resource will be included.	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Complete	6/11/2025
12	12.A.1.c	History/Architecture Resources	Digital photographs showing all exterior elevations as well as close-ups of significant, character-defining features (i.e., brackets, hood moldings, decorative millwork, log notching/chinking, traditional timber frame joinery/joints systems, mantels, historic hardware/lighting, interior finishes, and/or stair details). Image resolution shall be no less than 6 megapixels (2000 x 3000-pixel image). Images should be in Tag Image File format (TIFF) or raw image format (RAW). The electronic files of the digital images should be included on an archival DVD-R disk and a flash drive submitted with the documentation package. Electronic files shall be labeled with the name and address of the building (if applicable), the Kentucky Heritage Council (KHC) survey number, view, and date of capture. In addition, all digital photographs will be included in the KHC survey form. A selection of images shall be printed on archival quality, acid-free paper (rather than as true photographic prints) at a minimum size of 5" x 7" (maximum size of 8" x 10"). These images shall be presented in the documentation package along with an index of photographs keyed to numbered photos. The photography index shall include the name and address of building (if applicable), view, and any explanatory notes necessary for review.	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Complete	6/11/2025
12	12.A.1.d	History/Architecture Resources	Measured floor plans of each floor of the building will be prepared by a preservation professional. Existing professional scaled drawings/building plans will be utilized whenever possible and presented in a .pdf format along with a hard copy of the existing plans. If existing drawings/plans are not available, will not meet the format recommended below, or parties otherwise agree that drawings/plans need to be prepared, drawings shall be created at a scale of 1/4" per 1'-0" and shall be analytical in nature, labeling construction details, alterations, and additions. If applicable, drawings of building details (windows, moldings, mantels, etc.) shall be created at a scale of 1/2" per 1'-0". Hand drawings shall be in pencil on archival-quality, acid-free vellum; however, if other formats are used (i.e., 3-dimensional laser scanning/photogrammetry or Computer-Aided Design/CAD) the scale shall be comparable to that of the hand drawings. The latter native digital plans shall be presented in .pdf format along with a hard copy set of plans. Each drawing/image file shall be labeled as described in 12.A.1.c above and shall be accompanied by a written description of the building(s) as well as an explanation of construction details.	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Complete	6/11/2025
12	12.A.1.e	History/Architecture Resources	One complete digital copy of the completed documentation will be submitted by KYTC to the Kentucky SHPO for review and acceptance. Upon notification of Kentucky SHPO acceptance, KYTC will provide one complete hard copy to the Kenton County Public Library. One complete digital copy will also be provided to the Kentucky Department for Libraries and Archives by KYTC.	KYTC	Design	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Design in Progress	
12	12.A.2	History/Architecture Resources	Upon completion of the project, KYTC shall prepare and provide to Kentucky SHPO documentation of appropriate boundaries for the Lewisburg Historic District. Once agreement is reached on appropriate boundaries, KYTC shall prepare a revised nomination form reflecting the newly established boundaries and submit it to Kentucky SHPO for coordination with the Keeper of the National Register of Historic Places.	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Not Started	
12	12.A.3	History/Architecture Resources	Upon completion of construction of the project, KYTC shall prepare a Kentucky Historic Resource Individual Survey form (KHC 2017-1 or current version of form) for each of the properties located within the Lewisburg Historic District. A new survey form is required if more than 5 years have lapsed since the survey form was updated. These survey forms will be submitted to the Kentucky SHPO in .pdf format.	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.5.2, 4.13.4	Not Started	
12	12.B.1 (Façade Grant Program)	History/Architecture Resources	A Façade Grant Program administered by the City of Covington will be developed and implemented to improve and rehabilitate the façade of residential and commercial properties within the Lewisburg Historic District. Specific details of the program, including additional funding sources, review authority, owner matching funds, program marketing, and timeframes for approval and completion of projects will be determined through consultation between KYTC, the City of Covington, the Kentucky SHPO, and FHWA. Consultation between these listed parties will take place after the Section 106 Programmatic Agreement has been signed and after project funds have been released by FHWA. Details for administering the program, including oversight, selection criteria, monitoring, and tracking and reporting of completions and expenditures will be delineated in a separate memorandum of agreement developed for this purpose and agreed upon between the parties listed above.	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4, 5.6	Not Started	
12	12.B.2	History/Architecture Resources	The Façade Grant Program will be provided with project funding in an amount not to exceed \$1,200,000.00 for property improvements. FHWA participation will terminate ten years from the date of program implementation.	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4, 5.6	Not Started	
12	12.C.1 (Vibration Testing)	History/Architecture Resources	To avoid damage to historic properties, KYTC shall ensure that construction blasting/vibration plans and bridge pier construction plans shall be developed by their contractor(s) prior to beginning any construction activities that would require blasting or result in vibration. These construction blasting/vibration plans shall be implemented during appropriate construction activities. Maximum threshold values for historic properties that the plan must meet are shown in the table below. The values are presented in terms of peak particle velocity (PPV), the accepted method of evaluating the potential for damage. The vibration criteria shall apply for pile driving, vibratory compaction, and blasting activities. PPV Thresholds Type of Structure Ground-borne Vibration Impact Level (PPV) Fragile 0.20 inch/second Extremely Fragile Historic 0.12 inch/second	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	
12	12.C.1 (Vibration Testing)	History/Architecture Resources	To avoid damage to historic properties, KYTC shall ensure that construction blasting/vibration plans and bridge pier construction plans shall be developed by their contractor(s) prior to beginning any construction activities that would require blasting or result in vibration. These construction blasting/vibration plans shall be implemented during appropriate construction activities. Maximum threshold values for historic properties that the plan must meet are shown in the table below. The values are presented in terms of peak particle velocity (PPV), the accepted method of evaluating the potential for damage. The vibration criteria shall apply for pile driving, vibratory compaction, and blasting activities. PPV Thresholds Type of Structure Ground-borne Vibration Impact Level (PPV) Fragile 0.20 inch/second Extremely Fragile Historic 0.12 inch/second	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	
12	12.C.2	History/Architecture Resources	KYTC shall discuss with the Kentucky SHPO the protective measures to be used by the Contractor to protect historic resources from vibration damage. The KYTC shall seek the recommendations of the Kentucky SHPO regarding any additional properties not identified by the Contractor that should be considered extremely fragile.	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	



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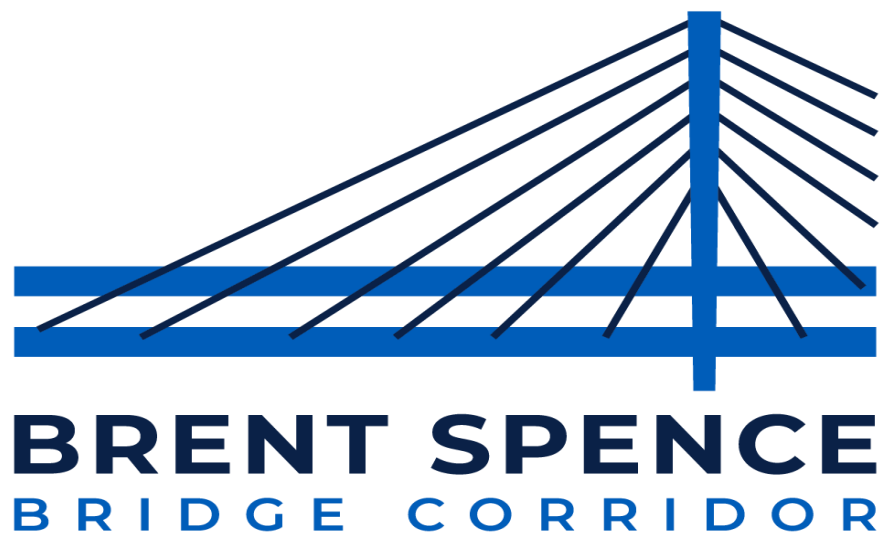
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
12	12.C.2.a	History/Architecture Resources	These plans shall be developed, as directed by the contract documents, for all areas within 100 feet of the potential disturb limits that contain historic structures.	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	
12	12.C.2.b	History/Architecture Resources	Existing conditions of historic structures and current levels of vibration within the selected areas will be obtained first as a baseline for later comparison. Structural engineers will focus on identifying fragile and extremely fragile historic structures. In areas where historic structures are identified but they are not considered either fragile or extremely fragile, vibration levels will be limited to 0.20 inch/second. An initial report of baseline conditions, including structures selected for monitoring and existing vibration levels, will be compiled and coordinated with Kentucky SHPO for review.	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	
12	12.C.2.c	History/Architecture Resources	Construction methods adjacent to selected areas will be assessed to determine the potential to create vibration levels that may exceed the threshold limits. In areas where construction methods may exceed vibration threshold limits, alternate methods will be required.	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Design in Progress	
12	12.C.2.d	History/Architecture Resources	A third-party contractor will be retained to monitor vibrations and report results on site to the contractor and the KYTC resident engineer. If continuous vibration levels exceed the 0.20 inch/second threshold, the vibration equipment monitor shall notify the resident engineer and the construction contractor so that methods can be adjusted to reduce the vibration. If continuous vibration levels exceed 0.20 inch/second after adjustments have been made, work will need to cease in the area until different methods can be put in place to lessen vibration impacts.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.e	History/Architecture Resources	As construction activities will be continuously monitored to ensure that vibration limits remain below the threshold noted above, the need for daily inspection of adjacent buildings is not anticipated. However, if any transient event occurs that is in excess of 0.50 inch/second, a cursory examination of buildings in the area will be made to check for potential damages.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.f	History/Architecture Resources	Monitoring will occur when active construction activities are adjacent to selected areas. As construction activities are expected to move from location to location or may occur adjacent to multiple areas at once, all selected areas will not be continuously monitored, especially if no construction activities are occurring adjacent.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.g	History/Architecture Resources	At least one examination of structures in each area selected for vibration monitoring will be made during construction, and a post-construction final inspection will be made of each area to determine if there have been any changes to the condition of the buildings. A comparison of pre-, mid-, and post-construction building condition assessments will be compiled in a report and submitted to the Kentucky SHPO for review.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.h	History/Architecture Resources	KYTC, in consultation with Kentucky SHPO, will make the determination whether damage has occurred to historic properties identified in the Section 106 process as a result of project activities.	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.i	History/Architecture Resources	KYTC shall be responsible for repair of any blast and vibration damage to historic properties. Any repairs shall be coordinated in advance with the Kentucky SHPO to ensure they are carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary's Standards).	KYTC	Post-construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Not Started	
12	12.C.2.j	History/Architecture Resources	Where access to privately owned property is necessary for monitoring or damage repair, consent shall be obtained prior to entry.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.1.9, 4.5.2, 4.13.4	Construction in Progress	
13		History/Architecture Resources	Measures to mitigate the adverse effect to the B&O Freight and Storage Building/Longworth Hall will comply with the Programmatic Agreement Among FHWA, ODOT, KYTC, the Ohio SHPO, the Kentucky SHPO, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the BSB Corridor Project (Section 106 Programmatic Agreement).	ODOT	Design, Construction, Post-construction	III	116649		Design in Progress	
13	13.a	History/Architecture Resources	Treatment Plans. The treatment plans shall be developed in accordance with 36 Code of Federal Regulations (CFR) Part 68, The Secretary of the Interior's Standards for the Treatment of Historic Properties. The plans will be developed during Phase 1: Preconstruction Phase of the Progressive Design Build Contract currently estimated for completion by April 2025. The Ohio State Historic Preservation Officer (SHPO), the building owner, and the Cincinnati Preservation Association shall be provided the treatment plans for a 30-day review and comment period.	ODOT	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5, 5.6	Design in Progress	
13	13.a.i	History/Architecture Resources	i. Exterior Storm Windows. Storm windows will be installed on the exterior of the building. The storm windows will be installed on the entire exterior of the building, including areas not impacted by construction of the project.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.ii	History/Architecture Resources	Restoration of the East Wall. Restoration of the east wall will be to an approximation of its original appearance and will include materials salvaged during demolition.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.iii	History/Architecture Resources	Windows Removed to Accommodate the New Roadway Construction. Windows removed to accommodate the new roadway construction will be restored and used in the east wall reconstruction. Windows removed and not used in the east wall reconstruction will be restored and returned to the owner.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.iv	History/Architecture Resources	Commemorative Cornerstone. A cornerstone commemorating the date of construction (1904) on one side and the date of the renovation on the other side will be included in the east wall reconstruction design.	ODOT	Post-construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.v	History/Architecture Resources	Masonry Repairs. Masonry repairs will include repair or replacement of bricks as warranted; tuck-pointing; and brick cleaning of the west, north, and south walls. The listed masonry repairs will be completed on the entire building, including portions not impacted by construction of the project.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.vi	History/Architecture Resources	Original Lettering. The original lettering across the top of the building will be refurbished.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.a.vii	History/Architecture Resources	All Materials Removed. All materials removed that retain historic integrity and nature will be returned to the building owner to be used in future repairs or expansion.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.b	History/Architecture Resources	Interpretive Plaque or Signage. Interpretive plaque or signage will be constructed.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Not Started	
13	13.b.i	History/Architecture Resources	The original location of the east wall prior to construction of the Brent Spence Bridge will be outlined by bricks and stonework.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Not Started	
13	13.b.ii	History/Architecture Resources	An interpretive plaque describing changes to the property that have occurred over time will be placed near the original location of the east end wall. ODOT will work with the Ohio SHPO and the Ohio consulting parties on the plaque design and text. The Ohio SHPO and the Ohio consulting parties will have an opportunity to review the final version prior to production.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Not Started	
13	13.c	History/Architecture Resources	Contracting Methods. ODOT will hold the and manage the contract(s) for all work conducted in 13.a-b. The demolition and reconstruction of Longworth Hall will be performed in accordance with Section 13.3 of Exhibit E: Technical Requirements of the Progressive Design-Build Contract, as described in Appendix C of the Section 106 Programmatic Agreement. The interpretive plaque or signage will be constructed in accordance with Section 7.1 of Exhibit E: Technical Requirements of the Progressive Design-Build Contract, as described in Appendix C of the Section 106 Programmatic Agreement.	ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.d	History/Architecture Resources	Acquisition. ODOT is in the process of acquiring the full property at a mutually agreed upon price and from a willing seller. Because the full property is to be acquired by ODOT, the following additional stipulations apply.	ODOT	Right-of-way Acquisition	III	116649		Design in Progress	
13	13.d.i	History/Architecture Resources	The building will remain occupied. ODOT may use interior space or the exterior grounds surrounding the building during project construction. No additional adverse effects are anticipated as a result of ODOT's use of the building and exterior grounds; however, if any activities on the property are anticipated to have potential adverse effects, they shall be permitted only after consultation between ODOT, the Cincinnati Preservation Association, and the Ohio SHPO pursuant to Stipulation V of the Section 106 Programmatic Agreement.	ODOT	Right-of-way Acquisition	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	
13	13.d.ii	History/Architecture Resources	The existing Deed of Gift and Agreement for the Architectural Façade and Preservation Easement, dated December 30, 1986, granting Miami Purchase Association for Historic Preservation (now known as Cincinnati Preservation Association) an architectural façade and preservation easement of the B&O Freight and Storage Building/Longworth Hall, 700 Pete Rose Way (Second Street) (NRHP 86003521), will remain with the deed for any future sale of the property by ODOT and thus transferred to future potential owners in perpetuity.	ODOT	Right-of-way Acquisition	III	116649	SEA: 4.1.7, 4.1.8, 4.5.2, 4.13.5	Design in Progress	



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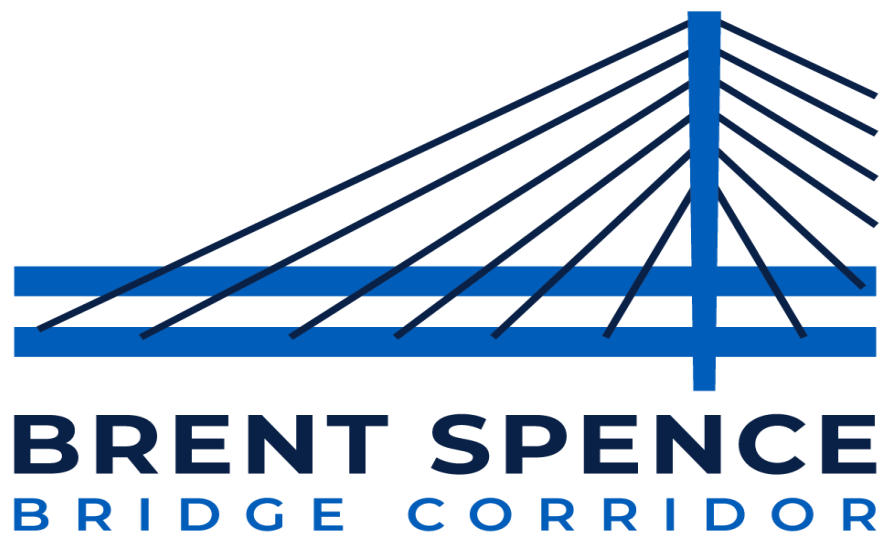
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
13		History/Architecture Resources	The following measures to minimize and mitigate impacts to Longworth Hall will be implemented pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966 to ensure the preservation of the property:	ODOT	Design, Construction, Post-construction	III	116649		Design in Progress	
13	13.aa	History/Architecture Resources	While in ODOT's ownership, ODOT will be responsible for maintaining Longworth Hall and its historic integrity.	ODOT	Design	III	116649	SEA: 4.13.5	Design in Progress	
13	13.aa	History/Architecture Resources	While in ODOT's ownership, ODOT will be responsible for maintaining Longworth Hall and its historic integrity.	ODOT	Construction	III	116649	SEA: 4.13.5	Not Started	
13	13.aa	History/Architecture Resources	While in ODOT's ownership, ODOT will be responsible for maintaining Longworth Hall and its historic integrity.	ODOT	Post-construction	III	116649	SEA: 4.13.5	Not Started	
13	13.bb	History/Architecture Resources	Since ODOT will own the building at the time of restoration, all materials removed that retain historic integrity, including the unused reconstructed windows, will be appropriately stored onsite and will remain with the building for later reuse.	ODOT	Design	III	116649	SEA: 4.13.5	Design in Progress	
13	13.bb	History/Architecture Resources	Since ODOT will own the building at the time of restoration, all materials removed that retain historic integrity, including the unused reconstructed windows, will be appropriately stored onsite and will remain with the building for later reuse.	ODOT	Construction	III	116649	SEA: 4.13.5	Not Started	
13	13.bb	History/Architecture Resources	Since ODOT will own the building at the time of restoration, all materials removed that retain historic integrity, including the unused reconstructed windows, will be appropriately stored onsite and will remain with the building for later reuse.	ODOT	Post-construction	III	116649	SEA: 4.13.5	Not Started	
14		History/Architecture Resources	If previously unidentified historic properties, or unanticipated effects on known historic properties, are discovered after completion of the Section 106 process, ODOT and KYTC shall follow the unanticipated discovery plans for their respective states, as described in Appendix A of the Programmatic Agreement Among FHWA, ODOT, KYTC, the Ohio SHPO, the Kentucky SHPO, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the Brent Spence Bridge Corridor Project.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.5.2, 4.13.13	Not Started	
14		History/Architecture Resources	If previously unidentified historic properties, or unanticipated effects on known historic properties, are discovered after completion of the Section 106 process, ODOT and KYTC shall follow the unanticipated discovery plans for their respective states, as described in Appendix A of the Programmatic Agreement Among FHWA, ODOT, KYTC, the Ohio SHPO, the Kentucky SHPO, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the Brent Spence Bridge Corridor Project.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.5.2, 4.13.13	Not Started	
15		History/Architecture Resources	If project-related construction adjoining the Goebel Park Complex, including the transfer of replacement land, has not yet been completed by 2029, the Goebel Park Complex and associated elements (including the Carroll Chimes Clock Tower) will be reevaluated for NRHP eligibility.	KYTC	Construction	III	116649	SEA: 4.5.2	Not Started	
16		Archaeological Resources	A Phased Archaeological Survey will be conducted on one parcel (Exhibit 1 in the Programmatic Agreement Among FHWA, ODOT, KYTC, the Ohio SHPO, the Kentucky SHPO, and the City of Covington Implementing Section 106 of the National Historic Preservation Act for the BSB Corridor Project). This parcel is occupied by parking lots for the adjacent Kenton County Administration Building. Once this parcel is acquired, a Phase I archaeological survey shall be conducted prior to the initiation of any ground disturbing activities, such as utility relocation or construction, to determine if the parcel contains archaeological sites that are eligible for listing in the National Register of Historic Places (NRHP). All work must comply with the most recent version of the Kentucky SHPO's Specifications for Archaeological Field Work and Assessment Reports (Kentucky SHPO Specifications). Upon completion of the survey, a report shall be prepared in accordance with the Kentucky SHPO Specifications and shall be submitted by the FHWA, with KYTC as its agent, to the Kentucky SHPO and interested Federally Recognized Tribes for review and comment.	KYTC	Design	III	116649	SEA: 4.5.3	Complete	
17		Archaeological Resources	If any sites are determined to be eligible for the NRHP through Phase II testing, and these sites cannot be avoided or will be impacted by the project, then FHWA will consult with the Kentucky SHPO and other parties whom the FHWA deems appropriate and develop a research design and recovery plan (Plan) in conformance with the Kentucky SHPO's Specifications for Archaeological Field Work and Assessment Reports. The Plan will be submitted to the Kentucky SHPO for review and comment. Unless the Kentucky SHPO comments or objects within thirty (30) days of receiving the Plan, the FHWA shall ensure that the Plan is implemented.	KYTC	Design	III	116649	SEA: 4.5.3	Not Required	
17		Archaeological Resources	If any sites are determined to be eligible for the NRHP through Phase II testing, and these sites cannot be avoided or will be impacted by the project, then FHWA will consult with the Kentucky SHPO and other parties whom the FHWA deems appropriate and develop a research design and recovery plan (Plan) in conformance with the Kentucky SHPO's Specifications for Archaeological Field Work and Assessment Reports. The Plan will be submitted to the Kentucky SHPO for review and comment. Unless the Kentucky SHPO comments or objects within thirty (30) days of receiving the Plan, the FHWA shall ensure that the Plan is implemented.	KYTC	Construction	III	116649	SEA: 4.5.3	Not Required	
18		Archaeological Resources	A plan note to avoid the 1920s Cincinnati subway tunnels (below-ground) and the Western Hills Viaduct subway tunnel portals (above-ground) will be included in the construction plans for the project.	ODOT	Design	I	114161	SEA: 4.5.3	Not Started	
19		Archaeological Resources	Soil and geotechnical borings conducted during the design phase in the Ohio portion of the Ohio River bottom area will be monitored and/or reviewed by an archaeologist or geoaarchaeologist for evidence of buried archaeological deposits and/or undisturbed original landforms. If either are determined to be present, an archaeological testing strategy will be designed and implemented for the horizontal and vertical footprint of the bridge supports and construction work limits.	ODOT	Design	III	116649	SEA: 4.5.3	Design in Progress	
20		Section 106 Consulting Parties	Once the structures to be demolished in the Lewisburg Historic District are acquired and a demolition contractor has been selected, KYTC will notify the Kenton County Historical Society and the City of Covington Historic Preservation Office of the name and contact information of the contractor to allow the interested parties to discuss the possibility of material recovery and salvage directly with the demolition contractor.	KYTC	Construction	III	116649	SEA: 4.5.4, 5.6	Not Started	
21		Section 106 Consulting Parties	The Ohio State Historic Preservation Officer (SHPO) and Ohio Section 106 consulting parties will be given an opportunity to review and comment on final design plans.	ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.5.4, 5.6	Design in Progress	
22		Noise	The existing berm between West Maple Avenue and I-71/I-75 shall be marked "not to be disturbed" during construction.	KYTC	Construction	III	116649	SEA: 4.1.8, 4.8.1	Not Started	
23		Noise	In accordance with the KYTC Noise Analysis and Abatement Policy, a noise abatement public meeting and surveys will be conducted with benefited receptors at the following locations where noise and noise/visual screening barriers are proposed in Kentucky:	KYTC	Design	III	116649		Complete	4/29/2025
23	23.a	Noise	Northbound (NB) I-71/I-75 from Beechwood Road to Dixie Highway.	KYTC	Design	III	116649	SEA: 4.1.10, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.b	Noise	NB I-71/I-75 from Dixie Highway to Kyles Lane.	KYTC	Design	III	116649	SEA: 4.1.10, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.c	Noise	NB I-71/I-75 from Kyles Lane to the Ivy Knoll Senior Living Community.	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.d	Noise	NB I-71/I-75 from south of Edgecliff Road to Pike Street	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025



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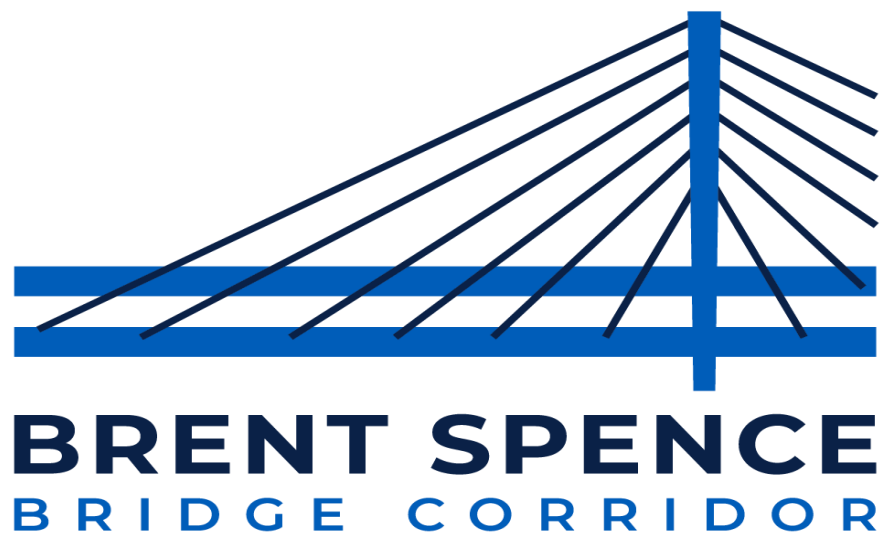
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
23	23.e	Noise	NB I-71/I-75 from Pike Street to West 4th Street.	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.1, 4.13.3, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.f	Noise	Southbound (SB) I-71/I-75 from West 3rd Street to south of Hermes Avenue.	KYTC	Design	III	116649	SEA: 4.1.8, 4.1.10, 4.8.1, 4.13.4, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.g	Noise	SB I-71/I-75 from north of St. Joseph Lane to Kyles Lane.	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.10, 4.8.1, 4.13.2, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.h	Noise	SB I-71/I-75 north of Dixie Highway.	KYTC	Design	III	116649	SEA: 4.1.8, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.i	Noise	SB I-71/I-75 from Dixie Highway to south of West Maple Avenue.	KYTC	Design	III	116649	SEA: 4.1.8, 4.8.1, 5.6, Fig. 8 & 22	Complete	4/29/2025
23	23.j	Noise	KYTC will further evaluate the spacing between the proposed stand-alone noise walls in the vicinity of Hermes Avenue, Watkins Street, and Hinde Street (included in the proposed noise barrier for SB I-71/I-75 from West 3rd Street to south of Hermes Avenue) during detailed design and through the noise public involvement process.	KYTC	Design	III	116649	SEA: 4.8.1, 5.1.2, 5.6, Fig. 8 & 22	Complete	4/29/2025
24		Noise	KYTC will coordinate with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I-71/I-75 from surrounding neighborhoods.	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.5.2, 4.8.1, 4.9, 4.13.3, 4.13.4, 4.14.3, 5.1.2, 5.6	Design in Progress	
25		Noise	In accordance with the ODOT Analysis and Abatement of Highway Traffic Noise Policy Statement, ODOT will conduct noise abatement public involvement with benefited receptors where noise abatement has been determined to be feasible and reasonable.	ODOT	Design	III	116649		Complete	10/24/2024
25	25.a	Noise	Northbound (NB) I-75 in front of the Queensgate Playground and Ball Field.	ODOT	Design	II	113361	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2, 4.13.7, 5.6, Fig. 8 & 22	Complete	10/24/2024
25	25.b	Noise	NB I-75 from West Court Street to Ezzard Charles Drive.	ODOT	Design	II	113361	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2, 4.13.7, 5.6, Fig. 8 & 22	Complete	6/4/2024
25	25.c	Noise	NB I-75 from Ezzard Charles Drive to Liberty Street.	ODOT	Design	II	113361, 122052	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2, 4.13.7, 5.6, Fig. 8 & 22	Complete	10/24/2024
25	25.d	Noise	NB I-75 from Liberty Street to Findlay Street.	ODOT	Design	II	122052	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2, 4.13.7, 5.6, Fig. 8 & 22	Complete	6/4/2024
25	25.e	Noise	NB I-75 from York Street to Bank Street.	ODOT	Design	I	114161	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2, 4.13.7, 5.6, Fig. 8 & 22	Complete	10/24/2024
26		Noise	ODOT will construct 57-inch barriers on the Liberty Street, Findlay Street, and Bank Street bridge parapets to reduce tire pavement noise.	ODOT	Construction	I, II	114161, 122052	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.2	Design in Progress	
27		Visual Resources	KYTC will continue to coordinate with the Covington and Fort Wright/Fort Mitchell Aesthetics Subcommittees to finalize aesthetic treatments in those cities.	KYTC	Design	III	116649	SEA: 4.1.2, 4.1.7, 4.1.8, 4.5.2, 4.9, 4.13.1, 4.13.2, 4.13.3, 4.13.4, 4.14.3, 5.6	Design in Progress	
28		Visual Resources	In coordination with the City of Cincinnati and the Ohio Aesthetics Subcommittee, ODOT has established an Aesthetic Design Checklist for Phases I and II of the project. Potential changes to aesthetic features will be coordinated and confirmed with the City of Cincinnati and the Ohio Aesthetics Subcommittee at the completion of each design stage review in accordance with ODOT's Aesthetic Design Guidelines.	ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.2, 4.1.7, 4.1.8, 4.9, 4.13.6, 4.13.7, 4.13.8, 5.6	Design in Progress	
29		Visual Resources	KYTC and ODOT will continue to engage the project Aesthetics Committee as described in the Brent Spence Bridge Project Aesthetic Committee Charter for final confirmation of the aesthetic treatments included in Phase III of the project.	KYTC, ODOT	Design	III	116649	SEA: 4.1.2, 4.1.7, 4.1.8, 4.9, 5.6	Design in Progress	
30		Visual Resources	The approved bridge types for the new companion bridge include an arch bridge and a cable-stayed bridge. The approved top elevation is no less than 300 feet and no more than 420 feet above the normal pool elevation of the Ohio River. 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, the project Aesthetics Committee will be engaged to provide initial feedback on the aesthetic elements of the new companion bridge and the existing Brent Spence Bridge.	KYTC, ODOT	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.9, 5.6	Design in Progress	
31		Indirect and Cumulative	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.	ODOT	Construction	II	113361	SEA: 4.1.7, 4.10.2	Not Started	
32		Construction	The following measures will be implemented to minimize and mitigate temporary construction impacts:	KYTC, ODOT	Design, Construction, Post-construction	I, II, III	114161, 113361, 122048, 122052, 116649		Design in Progress	
32	32.a	Construction	During construction, vehicular, bicycle, and Americans with Disabilities Act-compliant pedestrian access to neighborhoods and community facilities will be maintained through provision of alternate routes of entry. Where sidewalks, walkways, or shoulders must be temporarily closed to facilitate construction, safe pedestrian passage will always be maintained on one side of the roadway, unless other temporary pedestrian accommodations are provided. Construction zone pedestrian access will be maintained in accordance with the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way as published in Federal Register Volume 88 page 53604 (88 FR 53604). A maintenance of traffic (MOT) plan will be developed and implemented to maintain traffic operation through the corridor and minimize disruption to the surrounding communities. The MOT plan will be coordinated with the Regional Incident Management Task Force.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 4.14.3	Design in Progress	
32	32.a	Construction	During construction, vehicular, bicycle, and Americans with Disabilities Act-compliant pedestrian access to neighborhoods and community facilities will be maintained through provision of alternate routes of entry. Where sidewalks, walkways, or shoulders must be temporarily closed to facilitate construction, safe pedestrian passage will always be maintained on one side of the roadway, unless other temporary pedestrian accommodations are provided. Construction zone pedestrian access will be maintained in accordance with the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way as published in Federal Register Volume 88 page 53604 (88 FR 53604). A maintenance of traffic (MOT) plan will be developed and implemented to maintain traffic operation through the corridor and minimize disruption to the surrounding communities. The MOT plan will be coordinated with the Regional Incident Management Task Force.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 4.14.3	Design in Progress	
32	32.b	Construction	Improvements to the intersections of West 4th Street and Main Street and West 5th Street and Main Street will be evaluated to ensure satisfactory levels of service during project construction and operation.	KYTC	Design	III	116649	SEA: 4.11.7	Design in Progress	



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Construction in progress. Construction activities associated with the commitment have begun but final acceptance of the work is not yet complete.
Not started. Activities associated with the commitment have not started.
Not required. This commitment is no longer needed due to changes in the project. Either the impact that originally required the commitment is no longer occurring, or previous coordination has resolved the related tasks, so the need for the commitment is no longer triggered.

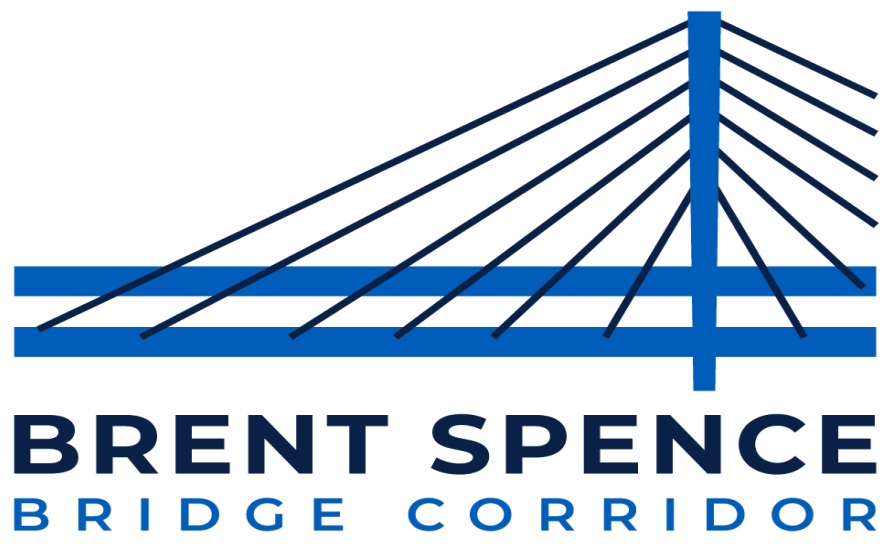
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
32	32.c	Construction	An MOT plan will be created to meet the access requirements of communities in the City of Covington and the City of Cincinnati to minimize impacts to local businesses during project construction to the extent practicable. The contractor will be directed to maintain access to businesses for vehicles, pedestrians, and bicyclists. If access cannot be maintained, the contractor will notify the business and provide alternative access. If alternative access cannot be provided, the contractor must conduct work when the business is not operational and must restore access during business hours. In addition, temporary business signs to identify entrances will be provided by the contractor.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7	Design in Progress	
32	32.c	Construction	An MOT plan will be created to meet the access requirements of communities in the City of Covington and the City of Cincinnati to minimize impacts to local businesses during project construction to the extent practicable. The contractor will be directed to maintain access to businesses for vehicles, pedestrians, and bicyclists. If access cannot be maintained, the contractor will notify the business and provide alternative access. If alternative access cannot be provided, the contractor must conduct work when the business is not operational and must restore access during business hours. In addition, temporary business signs to identify entrances will be provided by the contractor.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7	Design in Progress	
32	32.d	Construction	Impacts of the MOT plan on public transportation will be evaluated. The design-build team will develop measures to maintain existing services to provide safe, reasonable, and efficient access to goods and services unless other temporary accommodations are provided.	KYTC, ODOT	Design	I	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7	Design in Progress	
32	32.e	Construction	During design development, in addition to evaluating parameters such as cost, schedule, access, traffic impacts, safety, risk, etc., KYTC and ODOT will also consider construction noise abatement in areas where noise sensitive receptors are present, including:	KYTC, ODOT	Design, Construction	I, II, III	114161, 113361, 122048, 122052, 116649		Design in Progress	
32	32.e.i	Construction	Foundation type selection: Different foundation types have varying effects on the intensity and duration of construction noise (e.g., piling versus cast-in-place concrete shafts).	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.ii	Construction	Installation methodology: The same feature of work can be achieved in a variety of ways and planned for in the design phase. This could involve using mechanical or chemical splitting as means of demolition versus the use of explosives or drilling and setting a retaining wall versus driving soldier piles.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.iii	Construction	Storage and staging areas: Identification or acquisition of locations/properties that provide separation from sensitive receptors. This could be by proximity or by the use of existing barriers.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.iv	Construction	Phasing of work: Consideration of how work is phased can have a prominent impact on the duration for which a noise sensitive receptor is exposed to construction noise from a particular feature of work. This concept is especially evident when dealing with a receptor like a school that is out of session during the summer. Phasing the project to allow/facilitate all high decibel work to be completed at once and during this window not only reduces, but eliminates, this impact.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.v	Construction	Permanent noise barriers: Consideration will be given to the feasibility of constructing permanent noise barriers that are needed for noise abatement of the project's final configuration earlier in the project to help mitigate temporary construction noise.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.vi	Construction	Incentives: There are provisions to establish schedule-based incentives. These incentives could be used to help minimize the duration of overall construction noise.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Not Started	
32	32.e.vii	Construction	Temporary construction detours and haul routes will be evaluated in a way to limit the impact created by redirected traffic through community sensitive areas and near noise sensitive receptors to the extent practicable. In addition to official routes, alternate routes that may also be used will also be evaluated to minimize heavy truck traffic on residential streets.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.vii	Construction	Temporary construction detours and haul routes will be evaluated in a way to limit the impact created by redirected traffic through community sensitive areas and near noise sensitive receptors to the extent practicable. In addition to official routes, alternate routes that may also be used will also be evaluated to minimize heavy truck traffic on residential streets.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.e.viii	Construction	The availability of night-time and weekend work will be evaluated in conjunction with permitted lane closure maps during the development of the MOT plan.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.f	Construction	The MOT plan and the project communications plan will include provisions for communicating with trucking companies and mapping services to notify them of detours and delay information related to the project.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.11.7, 5.6	Design in Progress	
32	32.g	Construction	The MOT plan will evaluate available travel lanes on the mainline interstate 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.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7	Design in Progress	
32	32.h	Construction	A project incident management plan will be developed to minimize diversion resulting from incidents occurring within the project limits during construction to the extent practicable. The City of Cincinnati and the Northern Kentucky cities along the corridor, including Fort Mitchell, Fort Wright, Park Hills, and Covington, will be given the opportunity to participate actively in the development of the incident management plan.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 4.14.3, 5.6	Design in Progress	
32	32.i	Construction	The Northern Kentucky cities along the corridor, including Fort Mitchell, Fort Wright, Park Hills, and Covington will be provided an opportunity to review and comment on the MOT plan as it is developed. KYTC will work directly with the appropriate point person for each city to ensure that all relevant agencies and first responders, including police, fire, and emergency services, have an opportunity to review and provide input into all aspects of MOT planning, MOT and incident management plan development, and construction period operations affecting their respective cities.	KYTC	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 5.6	Design in Progress	
32	32.j	Construction	ODOT will provide the City of Cincinnati an opportunity to review and comment on the project MOT plan and incident management plan as they are developed. ODOT will work directly with the City of Cincinnati Department of Transportation and Engineering (DOTE) to ensure that all relevant agencies within the City have an opportunity to review and provide input into all aspects of MOT planning, MOT and incident management plan development, and construction period operations affecting the City.	ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 5.6	Design in Progress	
32	32.k	Construction	The construction documents, in concert with the MOT plan, will include appropriate provisions for the design-build team/contractor to install and utilize variable electronic message boards at key locations within the City of Covington (e.g., Pike and Russell, Eighth and Russell, Seventeenth and Scott) and the City of Cincinnati, as needed, during construction.	KYTC, ODOT	Design	III	116649	SEA: 4.11.7	Design in Progress	
32	32.l	Construction	KYTC will work to ensure that the construction documents require the contractor, working through KYTC's project manager and the Covington project director, to coordinate with the City's traffic control officers regarding the location and placement of variable electronic message boards.	KYTC	Design	III	116649	SEA: 4.11.7, 5.6	Design in Progress	
32	32.m	Construction	ODOT will work to ensure that the construction documents require the contractor, working through ODOT's project manager and the Cincinnati Department of Transportation Engineering (DOTE), to coordinate the location and placement of variable electronic message boards. The construction documents also may contain other means of informing and notifying the public of traffic changes, as appropriate.	ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.11.7, 5.6	Design in Progress	
32	32.n	Construction	During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. The website will provide an email address and phone number for the public to contact the contractor's designated representative with questions, concerns, or complaints regarding ongoing or planned construction activities. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through social media, e-newsletters, local media, presentations to local groups, and virtual project updates. All complaints will be investigated by project personnel. KYTC and ODOT will develop reporting protocols to ensure that the contractor responds to the inquiries in a timely manner and keeps KYTC and ODOT informed of community questions and concerns.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.8.3, 4.11.7, 5.6	Design in Progress	
32	32.o	Construction	The project communications team, working through the KYTC project manager, will make best efforts to provide timely notice to the Covington project director prior to the public release of any information related to any portion of the project located in or likely to have a substantial effect on the City of Covington.	KYTC	Construction	III	116649	SEA: 4.11.7, 5.6	Design in Progress	



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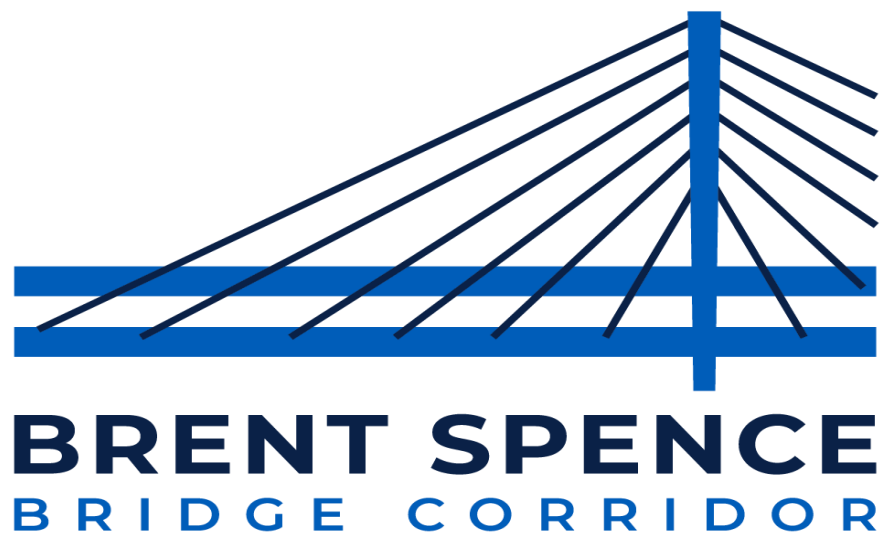
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
32	32.p	Construction	The project plans shall contain requirements to ensure compliance with all applicable state noise standards and local noise ordinances. The contractor, working through the KYTC and ODOT project managers, shall be required to communicate and coordinate with the Covington project director regarding noise abatement measures within the City of Covington and the Cincinnati DOT regarding noise abatement measures within the City of Cincinnati. Such measures may include limiting construction activities and crews and construction noise during specific times of day, days of the week, number of consecutive hours or days, and special events and limiting activities that create high levels of construction noise, such as pile driving and blasting, to certain times of day to the extent practicable.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.p	Construction	The project plans shall contain requirements to ensure compliance with all applicable state noise standards and local noise ordinances. The contractor, working through the KYTC and ODOT project managers, shall be required to communicate and coordinate with the Covington project director regarding noise abatement measures within the City of Covington and the Cincinnati DOT regarding noise abatement measures within the City of Cincinnati. Such measures may include limiting construction activities and crews and construction noise during specific times of day, days of the week, number of consecutive hours or days, and special events and limiting activities that create high levels of construction noise, such as pile driving and blasting, to certain times of day to the extent practicable.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.q	Construction	The project plans shall contain requirements that the contractor shall comply with all state and local requirements for maintaining air quality during construction.	KYTC, ODOT	Design	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Complete	4/2/2026
32	32.q	Construction	The project plans shall contain requirements that the contractor shall comply with all state and local requirements for maintaining air quality during construction.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.r	Construction	ODOT will work with the City of Cincinnati to conduct before/after surveys of other roadways impacted by increased traffic during construction. ODOT will restore those roadways to pre-construction conditions once the project is complete.	ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 5.6	Design in Progress	
32	32.r	Construction	ODOT will work with the City of Cincinnati to conduct before/after surveys of other roadways impacted by increased traffic during construction. ODOT will restore those roadways to pre-construction conditions once the project is complete.	ODOT	Post-construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.11.7, 5.6	Not Started	
32	32.s	Construction	Best Management Practices (BMPs) from ODOT's Construction and Material Specifications, including Supplemental Specification 832 Temporary Sediment and Erosion Control will be used during and after construction to control erosion and sediment and protect water quality.	ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.2.1, 4.2.2, 4.2.4, 4.2.7, 4.10.2, 4.11.7, 4.12.1, 4.14.3, 4.15	Construction in Progress	
32	32.s	Construction	BMPs from ODOT's Construction and Material Specifications, including Supplemental Specification 832 Temporary Sediment and Erosion Control will be used during and after construction to control erosion and sediment and protect water quality.	ODOT	Post-construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.2.1, 4.2.2, 4.2.4, 4.2.7, 4.10.2, 4.11.7, 4.12.1, 4.14.3, 4.15	Construction in Progress	
32	32.t	Construction	Contractors shall comply with all applicable U.S. Environmental Protection Agency (USEPA) diesel emission requirements. Contractors will utilize construction equipment that meets USEPA Tier 4 diesel engine standards to the greatest extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.u	Construction	All diesel-powered construction equipment will use ultra-low sulfur diesel fuel.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.v	Construction	Contractors will schedule and conduct activities and employ appropriate protection techniques to minimize impacts to air quality and prevent hazardous or objectionable air quality conditions, particularly for drilling, cutting, grinding, abrasive blasting, or similar activities to the extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.w	Construction	The burning of any materials will not be permitted on the construction site.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Construction in Progress	
32	32.x	Construction	Contractors will develop and implement a dust control plan that includes proactive measures to prevent discharge of dust into the atmosphere. The plan will be approved by KYTC and ODOT and will define roles and responsibilities for implementation and monitoring for compliance. Expectations and timelines established in the dust control plan will be in accordance with KYTC's Standard Specifications and ODOT's Construction and Material Specifications Item 616, Dust Control.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Complete	4/2/2026
32	32.x	Construction	Contractors will develop and implement a dust control plan that includes proactive measures to prevent discharge of dust into the atmosphere. The plan will be approved by KYTC and ODOT and will define roles and responsibilities for implementation and monitoring for compliance. Expectations and timelines established in the dust control plan will be in accordance with KYTC's Standard Specifications and ODOT's Construction and Material Specifications Item 616, Dust Control.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.y	Construction	The following measures will be employed to protect sensitive receptors such as parks, hospitals, schools, day care facilities, building fresh air or ventilation intakes, older adult housing, and convalescent facilities from impacts of diesel exhaust fumes:	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649		Design in Progress	
32	32.y.i	Construction	Diesel-powered engines will be located away from building air conditioners and windows to the greatest extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.6, 4.13.7, 4.13.8, 4.14	Design in Progress	
32	32.y.ii	Construction	Exposure to diesel exhaust within 50 feet of sensitive receptors will be minimized in terms of concentration and time to the greatest extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.6, 4.13.7, 4.13.8, 4.14	Design in Progress	
32	32.y.iii	Construction	Idling time for diesel-powered equipment will be minimized to the greatest extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.6, 4.13.7, 4.13.8, 4.14	Design in Progress	
32	32.z	Construction	Digital signs such as arrow panels and variable electronic message boards will use solar power to the greatest extent practicable.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.6, 4.13.7, 4.13.8, 4.14	Construction in Progress	
32	32.aa	Construction	Contractors will develop and implement an outdoor ambient air quality monitoring program during construction for the following sensitive areas: i. In the vicinity of Beachwood Elementary and High School in Fort Mitchell, Kentucky. ii. In the vicinity of Notre Dame Academy in Fort Wright and Park Hills, Kentucky. iii. East and west of I-71/I-75 between Edgemoor Road and West 5th Street in Covington, Kentucky. iv. East and west of I-75 between 9th Street and Findlay Street in Cincinnati, Ohio. The program will be overseen by KYTC and ODOT. Contractors will develop and implement a plan to be approved by KYTC and ODOT that identifies locations, times, and durations of air quality monitoring and protocols to address any exceedances of the National Ambient Air Quality Standards (NAAQS) should they be observed, including procedures for determining whether any exceedances are caused by project-related emissions or other emission sources. Locations, times, and durations for air quality monitoring will be determined during final design, in consideration of land uses, non-project sources of emissions, and construction phasing, and in consultation with the city in which the monitoring will occur. The plan will define a program for background particulate monitoring to establish and routinely verify baseline levels prior to the commencement of active construction in the vicinity of any monitoring location. During active construction in the vicinity of any monitoring location, real-time particulate matter data will be collected at an interval to be established in the ambient air quality monitoring plan (for example, measures every 10 seconds and logged in 15-minute periods). Particulate matter data will be time-weighted over 24 hours for comparison to the NAAQS. If the data show that air quality levels are approaching a concern level (to be established in the monitoring plan) that may result in an exceedance of the 24-hour NAAQS for Particulate Matter (PM) 2.5, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM2.5, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected. The plan will define and implement a program for making project air monitoring and enforcement data available to the public. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.	KYTC, ODOT	Design	II, III	113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.7, 4.13.8, 4.14.3, 5.1.2, 5.6	Design in Progress	



Project Commitment Tracking
June 4, 2026

Design in progress. Design activities or build innovations communication/coordination associated with the commitment have begun but the commitment is not yet complete.
Construction in progress. Construction activities associated with the commitment have begun but final acceptance of the work is not yet complete.
Not started. Activities associated with the commitment have not started.
Not required. This commitment is no longer needed due to changes in the project. Either the impact that originally required the commitment is no longer occurring, or previous coordination has resolved the related tasks, so the need for the commitment is no longer triggered.

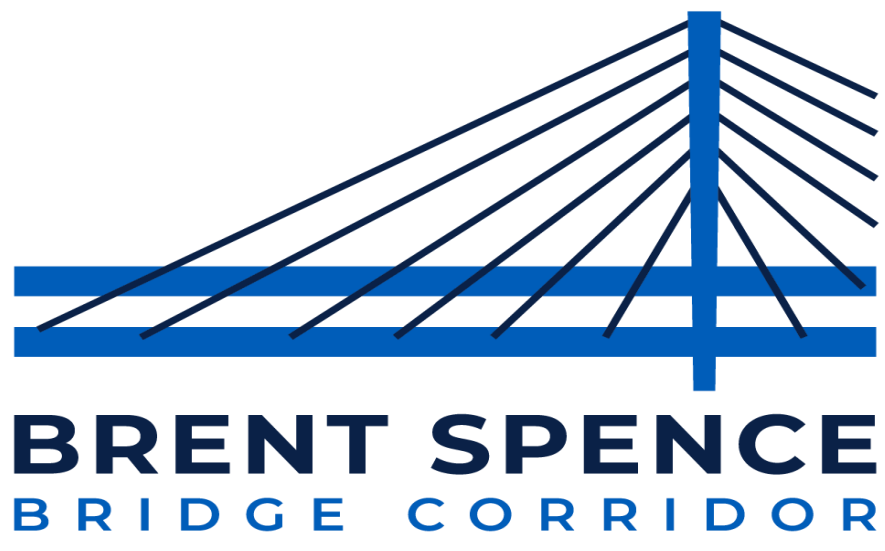
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
32	32.aa	Construction	Contractors will develop and implement an outdoor ambient air quality monitoring program during construction for the following sensitive areas: i. In the vicinity of Beachwood Elementary and High School in Fort Mitchell Kentucky. ii. In the vicinity of Notre Dame Academy in Fort Wright and Park Hills, Kentucky. iii. East and west of I-71/I-75 between Edgecliff Road and West 5th Street in Covington, Kentucky. iv. East and west of I-75 between 9th Street and Findlay Street in Cincinnati, Ohio. The program will be overseen by KYTC and ODOT. Contractors will develop and implement a plan to be approved by KYTC and ODOT that identifies locations, times, and durations of air quality monitoring and protocols to address any exceedances of the National Ambient Air Quality Standards (NAAQS) should they be observed, including procedures for determining whether any exceedances are caused by project-created emissions or other emission sources. Locations, times, and durations for air quality monitoring will be determined during final design, in consideration of land uses, non-project sources of emissions, and construction phasing, and in consultation with the city in which the monitoring will occur. The plan will define a program for background particulate monitoring to establish and routinely verify baseline levels prior to the commencement of active construction in the vicinity of any monitoring location. During active construction in the vicinity of any monitoring location, real-time particulate matter data will be collected at an interval to be established in the ambient air quality monitoring plan (for example, measures every 10 seconds and logged in 15-minute periods). Particulate matter data will be time-weighted over 24 hours for comparison to the NAAQS. If the data show that air quality levels are approaching a concern level (to be established in the monitoring plan) that may result in an exceedance of the 24-hour NAAQS for PM2.5, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM2.5, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected. The plan will define and implement a program for making project air monitoring and enforcement data available to the public. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.	KYTC, ODOT	Construction	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.6.6, 4.11.7, 4.13.3, 4.13.7, 4.13.8, 4.14.3, 5.1.2, 5.6	Design in Progress	
32	32.bb	Construction	The project staff will be educated on the noise sensitive receptors. This will include not only their location, but also the type (residential, school, business, etc.), hours of operation, and any prior concerns communicated.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.bb	Construction	The project staff will be educated on the noise sensitive receptors. This will include not only their location, but also the type (residential, school, business, etc.), hours of operation, and any prior concerns communicated.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Not Started	
32	32.cc	Construction	Motorized construction equipment will be equipped with an appropriate, well-maintained muffler and will include silencers on both air intakes and air exhaust when reasonable. Contractors will have an established maintenance program for their equipment fleet and will ensure that necessary maintenance/repairs are performed before putting equipment into service. Equipment will also be pulled out of service to address deficiencies identified during operation. When noise sensitive receptors are present, specific attention will be given to the muffler systems on all combustion engines, as that is often a primary source of construction noise.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Design in Progress	
32	32.dd	Construction	To the greatest extent practicable, construction equipment and vehicles carrying rock, concrete, or other materials will utilize designated routes that will cause the least disturbance to noise sensitive receptors.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Not Started	
32	32.ee	Construction	Where practicable, existing features will be utilized to minimize the impacts of construction noise on noise sensitive receptors. Such features will include bridges, berms, retaining walls, and buildings. Temporary features already necessary for performing the work, such as stockpiles and tool trailers, may also be strategically utilized to assist in this effort. Where necessary, temporary features, such as hay bales, will be constructed specifically to minimize construction noise where noise sensitive receptors are present.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Not Started	
32	32.fff	Construction	Where noise sensitive receptors are present, specific consideration will be given to the selection of equipment to be utilized. This may include the age of the equipment as newer equipment typically employs new technology with respect to emissions and noise, if shielding or engine enclosures are standard, size appropriateness, and power source (gas/diesel, electric/solar, pneumatic, hydraulic).	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.8.3, 4.11.7, 4.13, 4.14	Not Started	
33		Utilities	Coordination with utilities will continue through the design and construction phases to minimize project-related impacts to their infrastructure.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.11.2, 4.12.1, 5.6	Design in Progress	
33		Utilities	Coordination with utilities will continue through the design and construction phases to minimize project-related impacts to their infrastructure.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.11.2, 4.12.1, 5.6	Construction in Progress	
34		Utilities	KYTC, the City of Covington, and Kentucky Sanitation District 1 (SD1) intend to execute a Memorandum of Understanding (MOU) to act cooperatively on water quality issues within the Ohio River and Willow Run watersheds. KYTC will participate with City and SD1 efforts to bring applicable agencies together to discuss, investigate, and evaluate mutually beneficial arrangements. KYTC will separate all interstate runoff from the Brent Spence Bridge corridor from the existing combined sewer system. In addition, KYTC will work with the City of Covington and SD1 to address surcharging in the Peaseburg neighborhood based on the local design criteria for a 25-year storm.	KYTC	Design	III	116649	SEA: 4.1.2, 4.1.7, 4.1.8, 4.1.9, 4.2.2, 4.7, 4.10.2, 4.12.1, 4.13.3, 4.14.3, 5.2, 5.6 Re-evaluation 1: 5.10.1, 7	Design in Progress	
34		Utilities	KYTC, the City of Covington, and Kentucky Sanitation District 1 (SD1) intend to execute a Memorandum of Understanding (MOU) to act cooperatively on water quality issues within the Ohio River and Willow Run watersheds. KYTC will participate with City and SD1 efforts to bring applicable agencies together to discuss, investigate, and evaluate mutually beneficial arrangements. KYTC will separate all interstate runoff from the Brent Spence Bridge corridor from the existing combined sewer system. In addition, KYTC will work with the City of Covington and SD1 to address surcharging in the Peaseburg neighborhood based on the local design criteria for a 25-year storm.	KYTC	Construction	III	116649	SEA: 4.1.2, 4.1.7, 4.1.8, 4.1.9, 4.2.2, 4.7, 4.10.2, 4.12.1, 4.13.3, 4.14.3, 5.2, 5.6 Re-evaluation 1: 5.10.1, 7	Design in Progress	
35		Utilities	The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT intends to execute a Memorandum of Understanding (MOU) with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River. Vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. ODOT will continue to coordinate off-site mitigation measures with the Ohio Environmental Protection Agency as each project phase progresses through detailed design.	ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.1.7, 4.1.8, 4.1.9, 4.12.1, 5.6 Re-evaluation 1: 5.10.1, 7	Design in Progress	
36		Section 4(f) Properties	The following mitigation measures for the Section 4(f) use of the Goebel Park Complex will be implemented:	KYTC	Design, Right-of-way Acquisition, Construction	III	116649		Design in Progress	
36	36.a	Section 4(f) Properties	Development of a new Goebel Park Complex Master Plan. Approximately \$100,000 of project funds will be utilized for the development of a new Goebel Park Complex Master Plan. The City of Covington will engage community members and key stakeholders in the new master planning process, which will assess existing conditions and community priorities for the Goebel Park Complex, establish a broad vision for how the complex can meet identified goals and needs, develop a list of recommended actions, and outline an implementation plan for a minimum 10 year planning period. The final Master Plan will document the future plans, uses, and locations of facilities in the Goebel Park Complex. The new Goebel Park Complex Master Plan process will begin within six months after NEPA approval and must be completed within one year of initiation of the planning process.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6	Design in Progress	
36	36.b	Section 4(f) Properties	The use of an estimated 2.18 acres of flood-prone park property from the southwest corner of the Goebel Park Complex (1.68 acres in Goebel Park and 0.6 acre in Kenney Shields Park) will be mitigated and replaced with an estimated 2.11 acres of currently state-owned property that is at a higher elevation, not prone to flooding, and adjacent to the northwest corner of the Goebel Park Complex.	KYTC	Right-of-way Acquisition	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.6, 5.2, 5.6 Re-evaluation 1: 5.11, 5.12, 7	Design in Progress	
36	36.c	Section 4(f) Properties	The taking of approximately 360 feet of walking trail will be mitigated by reconstructing the walking trail within the complex at a location to be determined in coordination with the City of Covington during the project's final design phase.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6	Design in Progress	
36	36.c	Section 4(f) Properties	The taking of approximately 360 feet of walking trail will be mitigated by reconstructing the walking trail within the complex at a location to be determined in coordination with the City of Covington during the project's final design phase.	KYTC	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6	Not Started	
36	36.d	Section 4(f) Properties	The taking of the basketball courts and associated resources (in Kenney Shields Park) will be mitigated by allocating approximately \$94,500 of project funds for the replacement and enhancement of the basketball courts or for other outdoor recreation facilities within the park to be established during the new master planning process facilitated by the City of Covington.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6	Not Started	



Project Commitment Tracking
June 4, 2026

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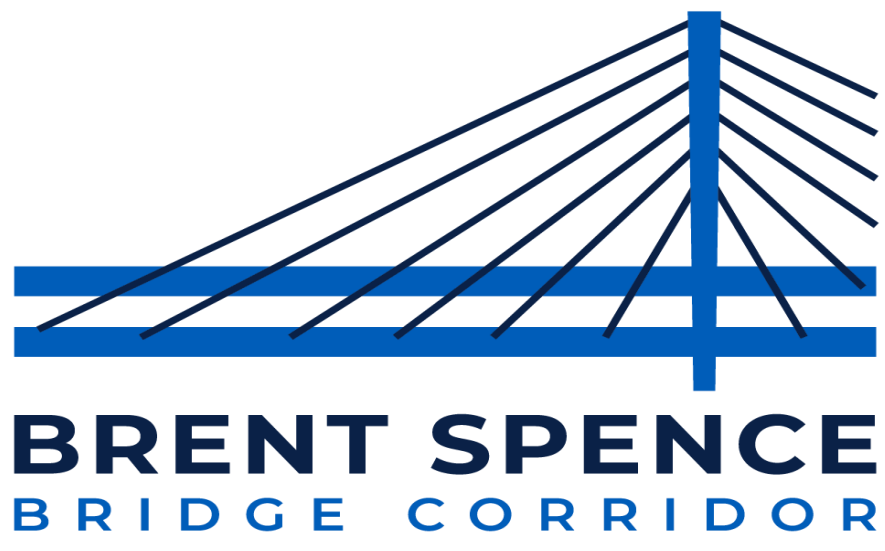
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
36	36.e	Section 4(f) Properties	Building a new outdoor pool and associated facilities within the Goebel Park Complex. Proximity impacts to the existing outdoor pool will be mitigated by funding approximately \$1,337,400 of project funds for the construction of a new outdoor pool and associated facilities or other comparable aquatic facility serving the same recreational purpose within the Goebel Park Complex, as established during the new master planning process facilitated by the City of Covington.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6 Re-evaluation 1: 7	Not Started	
36	36.f	Section 4(f) Properties	In the event that project phasing requires the basketball courts to be impacted prior to replacement facilities being constructed, up to \$75,000 of additional project funds will be allocated to construction of a temporary facility within a portion of the Goebel Park Complex not impacted by the project.	KYTC	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.3, 4.14.3, 5.2, 5.6	Not Started	
37		Section 4(f) Properties	The following measures will be implemented to minimize harm during construction activities affecting the Firefighters Memorial:	ODOT	Construction, Post-construction	III	116649		Not Started	
37	37.a	Section 4(f) Properties	Access to the resource shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project.	ODOT	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Not Started	
37	37.b	Section 4(f) Properties	Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the resource and the public.	ODOT	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Not Started	
37	37.c	Section 4(f) Properties	Appropriate signage shall be installed to alert users of the resource of construction activities, access restrictions or closures, and to direct users to secondary access points.	ODOT	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Not Started	
37	37.d	Section 4(f) Properties	The contractor will be required to closely coordinate the construction schedule with ODOT and the City of Cincinnati prior to the start of construction activities affecting the resource.	ODOT	Construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Not Started	
37	37.e	Section 4(f) Properties	The area will be returned to the same use as exists today.	ODOT	Post-construction	III	116649	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Not Started	
38		Section 4(f) Properties	In accordance with 23 Code of Federal Regulations (CFR) 774 (Section 4(f)), measures to mitigate de minimis impacts to the Queensgate Playground and Ball Field will comply with the Memorandum of Agreement (ODOT Agreement Number 16688), executed May 5, 2011.	ODOT	Construction	II	113361		Design in Progress	
38	38.a	Section 4(f) Properties	ODOT will acquire property from the City of Cincinnati Recreation Commission (CRC) in accordance with all applicable federal and state regulations. Compensation for land and property, excluding ball field lighting, will be via the normal ODOT property acquisition procedures.	ODOT	Completed in 2014	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.6, 5.2, 5.6	Complete	1/1/2014
38	38.b	Section 4(f) Properties	ODOT, upon receipt of an acceptable plan detailing how the CRC will utilize funds for recreational purposes, will pay \$198,050 to the CRC to be applied toward the submitted plan (including ball field lighting).	ODOT	Completed in 2012	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.7, 5.2, 5.6	Complete	12/12/2012
38	38.c	Section 4(f) Properties	Limited access right-of-way fencing along the park and highway boundary will be installed along the CRC property as part of ODOT's construction project. The fence will consist of 10-foot-high chain link fencing. Based on updated noise analyses, a 10-foot noise barrier is proposed along the park and highway boundary in lieu of the limited access right-of-way fencing. If the noise public involvement concludes that a noise barrier will not be built, then the limited access right-of-way fencing will be installed as noted above.	ODOT	Construction	II	122048	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.7, 5.2, 5.6	Design in Progress	
39		Section 4(f) Properties	The following measures will be implemented to minimize harm during construction activities affecting Ezzard Charles Park (formerly Laurel Park):	ODOT	Construction, Post-construction	II	113361		Not Started	
39	39.a	Section 4(f) Properties	Access to the resource shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.b	Section 4(f) Properties	Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the resource and the public.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.c	Section 4(f) Properties	Appropriate signage shall be installed to alert users of the resource of construction activities, access restrictions or closures, and to direct users to secondary access points.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.d	Section 4(f) Properties	Where pavement is removed, the roadway and roadbed material will be removed to clean subgrade, and areas no longer occupied by roadway pavement will be restored.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.e	Section 4(f) Properties	The area will be returned to the same use as exists today.	ODOT	Post-construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.f	Section 4(f) Properties	The contractor will be required to closely coordinate the construction schedule with ODOT and the City of Cincinnati prior to the start of construction activities affecting the resource.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
39	39.g	Section 4(f) Properties	Trees within the existing tree lawn along Ezzard Charles Drive will not be removed. If tree removal becomes necessary during construction, the removal will be coordinated with and approved by the Cincinnati Park Board.	ODOT	Construction	II	113361	SEA: 4.1.3, 4.1.7, 4.1.8, 4.1.9, 4.13.8, 5.2, 5.6	Not Started	
40		Section 4(f) Properties	During design and construction, KYTC and ODOT will notify the National Park Service of any access restrictions affecting the Lewis and Clark National Historic Trail prior to any project-related activities affecting the trail, which is the Ohio River. In addition, KYTC and ODOT will install appropriate signage to alert users of the trail of project-related activities or access restrictions in the Ohio River.	KYTC, ODOT	Design	III	116649	SEA: 4.13.11	Design in Progress	
40		Section 4(f) Properties	During design and construction, KYTC and ODOT will notify the National Park Service of any access restrictions affecting the Lewis and Clark National Historic Trail prior to any project-related activities affecting the trail, which is the Ohio River. In addition, KYTC and ODOT will install appropriate signage to alert users of the trail of project-related activities or access restrictions in the Ohio River.	KYTC, ODOT	Construction	III	116649	SEA: 4.13.11	Design in Progress	
41		Section 6(f) Properties	During detailed design, KYTC will coordinate the project's right-of-way acquisition and construction schedules with the City of Covington's new master planning efforts for the Goebel Park Complex to determine when impacts will occur and when property will be available. The project plans will require the contractor to remove the interstate infrastructure and grade the replacement land in coordination with the City of Covington. KYTC will transfer the ownership of the replacement land to the City of Covington after construction of the West 5th Street ramp is complete. Once the land transfer is complete, the City of Covington will continue all future maintenance responsibility for the Goebel Park Complex, including the replacement land. FHWA and KYTC will ensure the Kentucky Department for Local Government (DLG) will complete the Section 6(f) conversion in accordance with National Park Service (NPS) requirements within two years after KYTC acceptance of the completed work in the vicinity of the Goebel Park Complex.	KYTC, FHWA	Design	III	116649	SEA: 4.14.6, 5.6	Design in Progress	



Project Commitment Tracking
June 4, 2026

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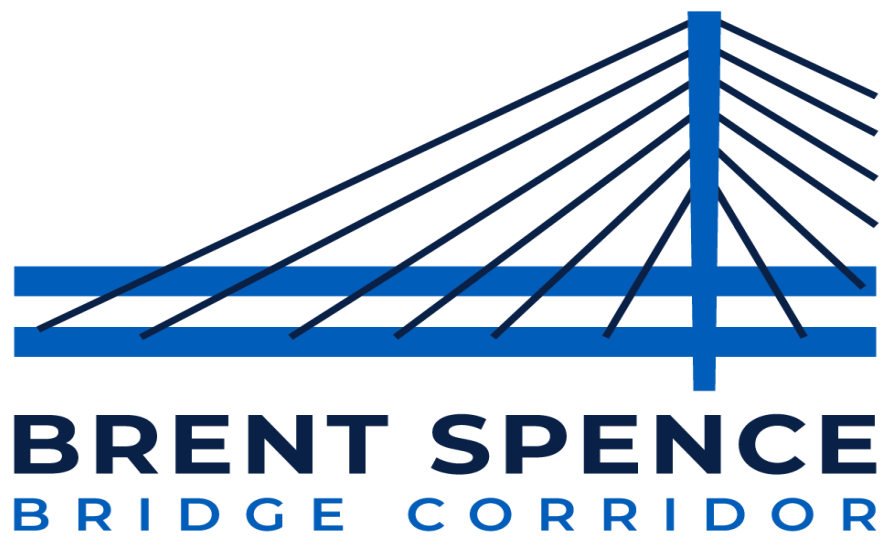
No.	Sub No. (if applicable)	Resource Area	Commitment	Responsibility	Timing of Implementation	Project Phase(s)	PID	SEA and/or Re-evaluation Section / Figure Reference	Status Notes for General Reporting	Completion Date
41		Section 6(f) Properties	During detailed design, KYTC will coordinate the project's right-of-way acquisition and construction schedules with the City of Covington's new master planning efforts for the Goebel Park Complex to determine when impacts will occur and when property will be available. The project plans will require the contractor to remove the interstate infrastructure and grade the replacement land in coordination with the City of Covington. KYTC will transfer the ownership of the replacement land to the City of Covington after construction of the West 5th Street ramp is complete. Once the land transfer is complete, the City of Covington will continue all future maintenance responsibility for the Goebel Park Complex, including the replacement land. FHWA and KYTC will ensure the Kentucky Department for Local Government (DLG) will complete the Section 6(f) conversion in accordance with National Park Service (NPS) requirements within two years after KYTC acceptance of the completed work in the vicinity of the Goebel Park Complex.	KYTC, FHWA	Construction	III	116649	SEA: 4.14.6, 5.6	Not Started	
41		Section 6(f) Properties	During detailed design, KYTC will coordinate the project's right-of-way acquisition and construction schedules with the City of Covington's new master planning efforts for the Goebel Park Complex to determine when impacts will occur and when property will be available. The project plans will require the contractor to remove the interstate infrastructure and grade the replacement land in coordination with the City of Covington. KYTC will transfer the ownership of the replacement land to the City of Covington after construction of the West 5th Street ramp is complete. Once the land transfer is complete, the City of Covington will continue all future maintenance responsibility for the Goebel Park Complex, including the replacement land. FHWA and KYTC will ensure the Kentucky Department for Local Government (DLG) will complete the Section 6(f) conversion in accordance with National Park Service (NPS) requirements within two years after KYTC acceptance of the completed work in the vicinity of the Goebel Park Complex.	KYTC, FHWA	Post-construction	III	116649	SEA: 4.14.6, 5.6	Not Started	
42		Permits	Project-related activities affecting jurisdictional wetlands or streams or United States Army Corps of Engineers (USACE) Civil Works facilities will not commence until the applicable permits and/or permissions have been issued – Section 401 Water Quality Certification through the Ohio Environmental Protection Agency (OEPA) and the Kentucky Division of Water (KDOW), USACE Section 404 (and any applicable Section 10), United States Coast Guard (USCG) Section 9, and/or USACE Section 408 permission – for any project-related activities or construction subsections impacting these resources to ensure compliance with the Clean Water Act of 1972, the Rivers and Harbors Act of 1899, and 33 United States Code (USC) Section 408.	KYTC, ODOT	Design	III	116649	SEA: 4.2.1, 4.2.2, 4.15	Complete	4/29/2026
43		Permits	All project-related activities planned to occur in waterways or that may affect United States Army Corps of Engineers (USACE) Civil Works facilities (i.e., geotechnical investigations, temporary dewatering, construction access, etc.) will be coordinated with KYTC and ODOT to determine permitting and/or permission requirements prior to conducting such activities.	KYTC, ODOT	Design	III	116649	SEA: 4.2.2, 4.15	Complete	1/29/2026
44		Permits	All applicable permit conditions will be included in the project's construction documents, and all permit conditions will be followed during construction.	KYTC, ODOT	Design	III	116649	SEA: 4.15	Design in Progress	
44		Permits	All applicable permit conditions will be included in the project's construction documents, and all permit conditions will be followed during construction.	KYTC, ODOT	Construction	III	116649	SEA: 4.15	Not Started	
45		Permits	Jurisdictional wetland and stream mitigation will be provided in accordance with the approved Section 404 permit and Section 401 Water Quality Certification.	KYTC, ODOT	Design	III	116649	SEA: 4.2.1, 4.2.2, 4.15	Design in Progress	
45		Permits	Jurisdictional wetland and stream mitigation will be provided in accordance with the approved Section 404 permit and Section 401 Water Quality Certification.	KYTC, ODOT	Construction	III	116649	SEA: 4.2.1, 4.2.2, 4.15	Design in Progress	
46		Permits	A Flood Hazard Area Development permit will be obtained from the City of Cincinnati before construction activities impacting floodplains/floodways occur in Ohio.	ODOT	Design	III	116649	SEA: 4.2.5, 4.15 Re-evaluation 1: 5.3.6, 5.13, 7	Complete	2/26/2026
47		Permits	A National Pollutant Discharge Elimination System (NPDES) Permit will be obtained from the Ohio Environmental Protection Agency (OEPA) before construction activities begin.	ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 4.11.7, 4.15	Complete	3/12/2026
48		Permits	A Kentucky Pollutant Discharge Elimination System (KPDES) Permit will be obtained from the Kentucky Division of Water (KDOW) before construction activities begin.	KYTC	Construction	III	116649	SEA: 4.11.7, 4.15	Complete	8/11/2025
49		Public and Stakeholder Involvement	ODOT will build 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 by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction. ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion.	ODOT	Design	II	113361	SEA: 4.1.4, 5.1.1, 5.1.2	Design in Progress	
49		Public and Stakeholder Involvement	ODOT will build 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 by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction. ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion.	ODOT	Construction	II	113361	SEA: 4.1.4, 5.1.1, 5.1.2	Not Started	
50		Public and Stakeholder Involvement	In accordance with current policies, ODOT will transfer approximately 10 acres of excess land opened up by refinements to the 3rd Street, 4th Street, 5th Street, and 6th Street ramps to the City of Cincinnati for potential redevelopment and/or public use.	ODOT	Post-construction	III	116649	SEA: 4.1.7, 4.1.8, 4.1.9, 5.1.2	Not Started	
51		Public and Stakeholder Involvement	The following refinements suggested during public involvement activities will be further evaluated during the innovation process for the Phase III progressive design-build contract: a. Eliminate the 3rd Street ramp to the northbound collector-distributor system in Cincinnati and redirect traffic to the proposed connection at the end of the Clay Wade Bailey Bridge; b. Reconfigure the lanes on the Clay Wade Bailey Bridge to add bicycle lanes; c. Reconfigure 6th Street in Cincinnati to accommodate two-way traffic; and d. Design concepts submitted by the Bridge Forward Coalition.	KYTC, ODOT	Design	III	116649	SEA: 4.1.4, 5.1.2	Design in Progress	
52		Local Agency Coordination	KYTC will implement the commitments and good faith cooperation measures outlined in the Memorandum of Understanding between the City of Covington, Kentucky and the Kentucky Transportation Cabinet Regarding Brent Spence Bridge Project and NEPA Reevaluation Process executed June 15, 2022 and the Memorandum of Agreement Between the Kentucky Transportation Cabinet and the City of Covington, Kentucky executed June 15, 2022.	KYTC	Design	III	116649	SEA: 5.2	Design in Progress	
52		Local Agency Coordination	KYTC will implement the commitments and good faith cooperation measures outlined in the Memorandum of Understanding between the City of Covington, Kentucky and the Kentucky Transportation Cabinet Regarding Brent Spence Bridge Project and NEPA Reevaluation Process executed June 15, 2022 and the Memorandum of Agreement Between the Kentucky Transportation Cabinet and the City of Covington, Kentucky executed June 15, 2022.	KYTC	Construction	III	116649	SEA: 5.2	Design in Progress	
52		Local Agency Coordination	KYTC will implement the commitments and good faith cooperation measures outlined in the Memorandum of Understanding between the City of Covington, Kentucky and the Kentucky Transportation Cabinet Regarding Brent Spence Bridge Project and NEPA Reevaluation Process executed June 15, 2022 and the Memorandum of Agreement Between the Kentucky Transportation Cabinet and the City of Covington, Kentucky executed June 15, 2022.	KYTC	Post-construction	III	116649	SEA: 5.2	Not Started	
53		Local Agency Coordination	KYTC and ODOT will continue to coordinate with the Project Advisory Committee to provide project updates and gather feedback during the design and construction of the project. At a minimum, the Project Advisory Committee will be engaged at the following critical milestones: during the consideration of innovation concepts in the "proof-of-concept" phase of the Phase III progressive design-build contract, at the end of the "project development" phase of the Phase III progressive design-build contract, and prior to the construction of each project phase.	KYTC, ODOT	Design	III	116649	SEA: 5.2, 5.6	Design in Progress	
54		Ongoing Public & Stakeholder Involvement	The project Public Engagement Plan will be updated to guide public and stakeholder engagement (including environmental justice populations, identified socioeconomic populations and groups, and disadvantaged communities) during detailed design and construction.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 5.6	Design in Progress	
54		Ongoing Public & Stakeholder Involvement	The project Public Engagement Plan will be updated to guide public and stakeholder engagement (including environmental justice populations, identified socioeconomic populations and groups, and disadvantaged communities) during detailed design and construction.	KYTC, ODOT	Construction	III	116649	SEA: 5.6	Design in Progress	



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55		Ongoing Public & Stakeholder Involvement	Information about design decisions, construction sequencing, project highlights, and construction schedules will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. Information about ongoing project activities will be shared on a regular basis, and information about milestones (such as the start of a construction phase) will be shared as appropriate. Specific to the Phase III progressive design-build contract, the public will be informed of major decisions, as appropriate.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 5.6	Design in Progress	
55		Ongoing Public & Stakeholder Involvement	Information about design decisions, construction sequencing, project highlights, and construction schedules will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. Information about ongoing project activities will be shared on a regular basis, and information about milestones (such as the start of a construction phase) will be shared as appropriate. Specific to the Phase III progressive design-build contract, the public will be informed of major decisions, as appropriate.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 5.6	Design in Progress	
56		Ongoing Public & Stakeholder Involvement	KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.	KYTC, ODOT	Design	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 5.6	Design in Progress	
56		Ongoing Public & Stakeholder Involvement	KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.	KYTC, ODOT	Construction	I, II, III	114161, 113361, 122048, 122052, 116649	SEA: 5.6	Construction in Progress	
57		Section 4(f) Properties	The contractor will be required to coordinate construction activities with KYTC and the City of Covington to maintain trail operations and to install protective measures to provide safe passage for pedestrians and bicyclists utilizing the Riverwalk through the project work zone prior to beginning any construction activities over the trail.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.8, 4.13.12, 5.2, 5.6	Complete	4/2/2026
57		Section 4(f) Properties	The contractor will be required to coordinate construction activities with KYTC and the City of Covington to maintain trail operations and to install protective measures to provide safe passage for pedestrians and bicyclists utilizing the Riverwalk through the project work zone prior to beginning any construction activities over the trail.	KYTC	Construction	III	116649	SEA: 4.1.3, 4.1.8, 4.13.12, 5.2, 5.6	Construction in Progress	
58		Section 4(f) Properties	Any temporary closures, occupancy, or detours of the Riverwalk will require additional coordination with the City of Covington and approvals by KYTC and FHWA to ensure that no adverse effects or interference will occur to the trail or its use.	KYTC	Design	III	116649	SEA: 4.1.3, 4.1.8, 4.13.12, 5.2, 5.6	Complete	8/13/2025
59		Section 4(f) Properties	KYTC will grant a permanent easement to the City of Covington to allow for the continued operation and maintenance of the Riverwalk.	KYTC	Right-of-Way Acquisition	III	116649	SEA: 4.1.1, 4.1.3, 4.1.8, 4.13.12, 5.2, 5.6	Not Started	
60		Permits	KYTC will evaluate impacts to and potential mitigation measures for flood storage capacity in Kentucky portions of the project area as the project moves through detailed design and the United States Army Corps of Engineers (USACE) Section 408 permission process.	KYTC	Design	III	116649	SEA: 4.2.5, 4.13.3, 4.14.3, 4.15	Complete	4/29/2026
61		Ongoing Public & Stakeholder Involvement	Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and KYTC, ODOT the Project Advisory Committee.	KYTC, ODOT	Design	I, II	114161, 113361, 122048, 122052	SEA: 5.6	Design in Progress	
61		Ongoing Public & Stakeholder Involvement	Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and KYTC, ODOT the Project Advisory Committee.	KYTC, ODOT	Construction	I, II	114161, 113361, 122048, 122052	SEA: 5.6	Not Started	
62		Public and Stakeholder Involvement	ODOT will work with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with the Metropolitan Sewer District of Greater Cincinnati (MSD). ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and project development portions of the Phase III progressive design-build project.	ODOT	Design	II, III	116649, 122902	SEA: 4.12.1, 5.1.2, 5.2, 5.6	Design in Progress	
63		Regulated Materials	Limited Phase II Environmental Site Assessments of soil/groundwater in the area of the former tank pits will be conducted at 670 West 3rd Street and 220 Crescent Avenue in Covington, Kentucky, to determine if any historical releases have occurred which may have impacted the sites' subsurface. If the Phase II Environmental Site Assessments identifies issues, the appropriate plan notes will be added to the contract document.	KYTC	Design	III	116649	Re-evaluation 1: 5.2.1	Complete	2/10/2026
64		Floodplains	Once the companion bridge is constructed, the temporary works structures (falsework towers, temporary trestle, and bulkhead with work surface) will be demolished to 3 feet below the pre-existing levee grade and the levee will be restored. This involves the cutting off of steel piling to the appropriate elevation below grade, filling holes with flowable fill, and replacing topsoil to the original grades of the levee as determined by pre-construction as-built elevations taken prior to start of construction. All aggregate fill temporary works will be removed, and the area appropriately restored. Any restored areas that previously had vegetation will be reseeded with a mix meeting the requirements of KYTC Standard Specification Section 827.	KYTC	Design	III	116649	Re-evaluation 1: 5.3.6	Design in Progress	
64		Floodplains	Once the companion bridge is constructed, the temporary works structures (falsework towers, temporary trestle, and bulkhead with work surface) will be demolished to 3 feet below the pre-existing levee grade and the levee will be restored. This involves the cutting off of steel piling to the appropriate elevation below grade, filling holes with flowable fill, and replacing topsoil to the original grades of the levee as determined by pre-construction as-built elevations taken prior to start of construction. All aggregate fill temporary works will be removed, and the area appropriately restored. Any restored areas that previously had vegetation will be reseeded with a mix meeting the requirements of KYTC Standard Specification Section 827.	KYTC	Post-construction	III	116649	Re-evaluation 1: 5.3.6	Not Started	
65		History/Architecture Resources	The contractor will monitor the WXIX TV Station building, which is housed in the historic Harriet Beecher Stowe Elementary School, during installation of shoring, anchors, and drilled shaft permanent retaining wall.	ODOT	Construction	III	116649	Re-evaluation 1: 5.4.2	Design in Progress	
66		Section 4(f) Properties	KYTC has committed to implementing the following measures to minimize harm to the Riverwalk:	KYTC	Design, Construction, Post-construction	III	116649		Design in Progress	
66	66.a	Section 4(f) Properties	A temporary Trail detour will be provided during periods of full Trail closure, anticipated to last approximately 60 months, to ensure continuity of the Trail. The majority of the detour will be along Rivercenter Boulevard, West 3rd Street, and Highway/Crescent Avenue.	KYTC	Design	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.a	Section 4(f) Properties	A temporary Trail detour will be provided during periods of full Trail closure, anticipated to last approximately 60 months, to ensure continuity of the Trail. The majority of the detour will be along Rivercenter Boulevard, West 3rd Street, and Highway/Crescent Avenue.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Construction in Progress	
66	66.b	Section 4(f) Properties	The Trail detour will accommodate both pedestrians and bicyclists. The detour will widen the sidewalk to accommodate an 8-foot-wide shared-use path or utilize the existing 4-foot-wide sidewalk and restripe the roadway to accommodate a 10-foot wide two-way bicycle lane.	KYTC	Design	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.c	Section 4(f) Properties	Between Highway/Crescent Avenue and the existing BSB, the Trail detour will be completed in two phases. Phase 1 will restripe existing parking lots between West 3rd Street and the Holiday Inn to provide an 8-foot-wide shared-use path. Following completion of West 3rd Street reconstruction, the detour will be shifted back to West 3rd Street (Phase 2).	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Construction in Progress	
66	66.d	Section 4(f) Properties	The temporary Trail detour will meet design standards, including for safety and operations, outlined in KYTC's Complete Streets, Roads, and Highway Manual (2022). Where warranted per design standards, a 2-foot-wide striped buffer will be incorporated to separate bicycles from traffic. The use of flexible bollards for visible delineation will also be evaluated for use. In other locations, a physical buffer will be incorporated using fencing, concrete barriers, water wall barriers or other methods as appropriate and mutually agreed upon by the KYTC and the City of Covington.	KYTC	Design	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.e	Section 4(f) Properties	During construction, the appropriate method of traffic control device will be used in select locations of mixed traffic to manage ingress and egress access for construction vehicles and detoured Trail users to ensure safety for pedestrians, bicyclists, and motorists. These traffic control devices will be located at the Ohio River levee gate, located at the western terminus of the Trail detour, and at Highway/Crescent Avenue at the entrance to the Phase 1 detour.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.f	Section 4(f) Properties	The Riverwalk will be fully restored to a condition that is at least equivalent to existing conditions. This includes removing all temporary aggregate fill, repaving the Trail, reinstalling Trail lighting, and replanting disturbed areas with species approved by the City of Covington. The contractor will remove all existing Trail signage, benches, and trash receptacles within the temporary closure limits, store them during the temporary closure, and will reinstall these amenities as part of the Trail restoration.	KYTC	Post-construction	III	116649	Re-evaluation 1: 5.11.3	Not Started	



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66	66.g	Section 4(f) Properties	The Trail will be improved where appropriate and mutually agreed upon by the KYTC and the City of Covington to ensure facilities comply with standards of safety and accessibility, including proper lighting conditions and updates to protection from overhead railroad bridge hazards. Certain areas of the Trail will be widened and strengthened to sufficiently accommodate maintenance vehicles that periodically need to use the paved Trail to access utility facilities and the underside of bridges.	KYTC	Design	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.g	Section 4(f) Properties	The Trail will be improved where appropriate and mutually agreed upon by the KYTC and the City of Covington to ensure facilities comply with standards of safety and accessibility, including proper lighting conditions and updates to protection from overhead railroad bridge hazards. Certain areas of the Trail will be widened and strengthened to sufficiently accommodate maintenance vehicles that periodically need to use the paved Trail to access utility facilities and the underside of bridges.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Not Started	
66	66.h	Section 4(f) Properties	A landscaping plan, mutually agreed upon by the KYTC and the City of Covington, will be implemented as part of the Trail restoration.	KYTC	Design	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.h	Section 4(f) Properties	A landscaping plan, mutually agreed upon by the KYTC and the City of Covington, will be implemented as part of the Trail restoration.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.i	Section 4(f) Properties	The City of Covington, as owner with jurisdiction, and Southbank Partners, as developer of the Trail, will be notified at least 60 days prior to the initial closure of the Trail.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Complete	3/3/2026
66	66.j	Section 4(f) Properties	The temporary Trail detour will be adequately marked and signed. KYTC will coordinate with the City of Covington and Southbank Partners to incorporate appropriate wayfinding signage along the temporary Trail detour that is consistent with the Riverwalk branding.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.k	Section 4(f) Properties	The public will be notified at least 30 days prior to full Trail closure and 30 days prior to re-opening of the Trail in its current alignment. Notices will be placed on the project website (www.brentspencebridgecorridor.com), the project's social media platforms, the City of Covington's website, and through the project email list. The public can sign up for the project email list through the project website.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Design in Progress	
66	66.l	Section 4(f) Properties	During intermittent Trail closures required for rehabilitation of the existing BSB, the public will be notified at least 48 hours prior to closure.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Not Started	
66	66.m	Section 4(f) Properties	Throughout the project, KYTC will update the City of Covington and Southbank Partners on the projected timeline for project-related impacts to the Trail, including projected periods of intermittent closures.	KYTC	Construction	III	116649	Re-evaluation 1: 5.11.3	Construction in Progress	
67		Migratory Birds	KYTC will coordinate with USFWS on means and methods for deterring bird strikes that may occur in relation to transparent noise barriers and noise/visual screening barriers.	KYTC	Design	III	116649	Re-evaluation 1: 5.3.5	Design in Progress	
68		Section 4(f) Properties	The following measures will be implemented to minimize harm to the Queensgate Playground and Ball Field.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Design in Progress	
68	68.a	Section 4(f) Properties	The contractor shall notify Maddi Nuss at the Cincinnati Recreation Commission to coordinate prior to work commencing in Queensgate Park and Ball Field.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Complete	10/9/2025
68	68.b	Section 4(f) Properties	The contractor shall be responsible for any damages to the playground equipment or grounds and any disturbance to the playground will be restored.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Construction in Progress	
68	68.c	Section 4(f) Properties	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.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Construction in Progress	
68	68.d	Section 4(f) Properties	All restoration within the baseball field fence shall be sodding with topsoil.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Construction in Progress	
68	68.e	Section 4(f) Properties	The contractor shall coordinate fence and irrigation replacement with the Cincinnati Recreation Commission.	KYTC, ODOT	Construction	III	116649	Re-evaluation 2: 3.4	Construction in Progress	