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Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what's to come in the upcoming month.

The consultant team received authorization to proceed on Step 6 activities for the Brent Spence Bridge Rehabilitation/Replacement Project in early July. Work for Step 6 of the Project Development Process will include preparing an Assessment of Feasible Alternatives (AFA) document that will analyze the remaining alternatives in more detail.

The AFA report will combine previously collected environmental data with the design information developed for Conceptual Alternatives Study document. This data will be used to compare alternatives and evaluate each for environmental consequences and design issues. The ultimate purpose of the AFA is to provide information for recommending a preferred alternative that can be presented to stakeholders, agencies, and the public by the end.

The environmental component of the AFA report will analyze impacts to areas such as farmlands, wetlands, streams, threatened and endangered species, cultural resources, community impacts, and Section 4(f) resources such as parks, churches, schools and recreational areas.

Design work that started in July includes preparations for Value Engineering Study. The Value Engineering Study will conduct a systematic analysis that will identify project functions, establish the worth of that function and develop ideas that will provide the needed functions at the lowest overall cost. The Value Engineering Study is scheduled for completion in October.

Environmental work underway in July included field survey of potential historic properties in the Kentucky portion of the study area. In addition, streams and wetlands survey efforts are also now underway in the southernmost sections of the project area between the Kyles Lane and Dixie Highway interchanges.

The project team has also begun work on the Visual Resource Assessment, which will measure the impact of remaining alternatives on viewing corridors throughout the study area. This field work included taking photographs from specific locations and taking inventory of views within the project.

Additional environmental work including Air Quality, Environmental Site Assessment and Secondary and Cumulative Impacts analyses could also begin in August.

We will do our best to keep you updated on the status of the project as Preliminary Engineering and Environmental efforts continue. Please check the project website periodically for more information ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)). As always, feel free to contact us with any questions you may have.



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