



E-Newsletter

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Project Update

A great deal of environmental and engineering analysis has been completed in the last year for the Brent Spence Bridge Replacement/Rehabilitation Project based on the conceptual alternatives developed from Steps 1-4 of the ODOT's Project Development Process (PDP). In order to make recommendations for these alternatives, the Project Team prepared several reports related to development of detailed traffic data and projections, potential impacts to historic properties, preliminary noise studies, residential and business displacement surveys, ecological surveys, utility impacts and how each alternative would be constructed.

The result of this work was the development of a Conceptual Alternatives Study report. The document recommends feasible alternatives to be advanced for further study. It also recommends the elimination of some previously considered alternatives.

Conceptual Alternatives Study

The Brent Spence Bridge Replacement/Rehabilitation *Conceptual Alternatives Study* report identifies conceptual alternatives considered and feasible alternatives recommended for further study. As part of the process for identifying the selected feasible alternatives, this report discusses the results of engineering, traffic, and environmental studies completed for the development of the conceptual alternatives.

A total of eight build alternatives were further developed during this phase of study, identified as Alternatives A through H. The No Build Alternative is included as a baseline for evaluation of conceptual alternatives.

The comparative analysis eliminated Alternatives A, F, and H during Step 5 of the PDP. Alternative A was eliminated due to modifications of the original concept, community and environmental impacts, and findings from the Travel Lane Evaluation Study (2007). Alternative H was eliminated due to geometric design problems. Alternative F was eliminated from further consideration because it was very similar to Alternative G and did not provide additional benefits. The five remaining build alternatives (B, C, D, E, and G) were compared for their ability to meet the project's purpose and need, impacts, constructability, and estimated costs.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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The conceptual alternatives developed and evaluated in Step 5 all have comparable impacts at both the southern and northern ends of the study area. The difference between the conceptual alternatives is within the area between the limits of 12th Street, in Covington and Ezzard Charles Drive, in Cincinnati. Alternative B goes through an area west of Longworth Hall and would reconnect to the existing I-75 alignment near Ezzard Charles Drive. A new bridge would be constructed about 900 feet west of the existing Brent Spence Bridge. Alternatives C, D, E, and G are primarily located within the existing right of way throughout the current I-71/I-75 corridor from Dixie Highway to the Western Hills Viaduct. Among these alternatives, access to both Cincinnati and Covington areas varies from providing direct access via new I-71/I-75 interchange to providing this access with a system of local access roadways.

Recommended Feasible Alternatives

Based on the adverse impacts to communities and property acquisition associated with Alternative B, as well as the overall complexity, constructability, risk, and cost, it is recommended that Alternative B be eliminated from further consideration.

Alternatives C and D are very similar in overall design. Based on the comparative analysis with respect to horizontal and vertical alignments, impacts, and the flow of traffic of Alternatives C and D, it is recommended that the best features of Alternative C and Alternative D be combined into one alternative for further consideration.

It is recommended that Alternative E be developed for further study because of the access it provides to Covington and Cincinnati. This alternative also minimizes community impacts in comparison to the other alternatives.

It is further recommended that each of these alternatives be designed to provide three lanes in each direction on I-75.

Alternative G is recommended to be eliminated from further consideration due to the high costs of this alternative and the higher property acquisition associated with it. However, some design features of Alternative G will be carried forward into the feasible alternatives:

- Direct connection to north end of Clay Wade Bailey Bridge from I-75 southbound using access roadways and US 50 eastbound.



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- Two access points into Covington.
- Connection from a northbound access roadway from KY to I-71 northbound.
- Access ramp just north of Ezzard Charles Drive for Freeman Ave and local traffic to I-75 northbound.

Project exhibits detailing each of the alternatives described will be made available on the project website:

www.brentspencebridgecorridor.com

Public Involvement Meetings Scheduled

Two public involvement meetings are scheduled to present updated project information and gather input from the public.

Wednesday, May 6

**The Gardens of Park Hills
1622 Dixie Highway
Park Hills, KY 41011
4:00 p.m. until 8:00 p.m.**

Thursday, May 7

**Lincoln Recreation Center
1027 Linn Street
Cincinnati, OH 45203
4:00 p.m. until 8:00 p.m.**

Detailed information about all of the alternatives will be available along with staff members from the project team to answer any project questions.

Next Steps

After the public meetings are held and public comments have been evaluated, the project team will begin study efforts on the alternatives that are advanced for further consideration. This work will be completed in an assessment of feasible alternatives report and environmental document.

As always, **www.brentspencebridgecorridor.com** will continue to provide project information.



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