

Conceptual alternatives were evaluated in a two-step screening process. Step one was an evaluation based on goals of the purpose and need and documentation. Step two evaluation used stakeholder goals and measures of success and concurrence among government agencies.

In the second step, the evaluation was summarized in a comparative matrix. The rating system for evaluation was developed as "Good", "Average" and "Poor." Evaluation criteria included seven primary areas of congestion mitigation, safety, engineering, environmental resource impacts, access/accessibility, construction cost, and constructability.

Stakeholders reviewed, evaluated, and provided input on which alternatives meet the goals of the project purpose and need. Based on the ability of an alternative to meet the project purpose and need goals and stakeholders' goals and measures of success, alternatives were either dismissed or considered for further development and study. A total of six alternatives including the No Build Alternative and twelve sub-alternatives will be considered for further development and study.

Conceptual Alternatives Carried Forward for Further Development and Study

No Build Alternative – minor, short-term safety improvements

I-75 Mainline Alternatives: (Note: Capacity analysis in the next step will determine lane requirements)

- Alternative 1 Queensgate Alignment for I-75 – Construct a new bridge (2x5 lanes) for I-75 traffic only through Queensgate and rehab the existing bridge (2x2 lanes) for I-71 and local traffic.
- Alternative 2 Queensgate Alignment for I-75 and I-71 – Construct a new bridge (2x7 lanes) for I-75 and I-71 traffic through Queensgate and rehabilitate the existing bridge (2x2 lanes) for local traffic only.
- Alternative 3 New Bridge West of Existing Bridge for I-75 – Construct a new double-deck bridge (2x5 lanes) just west of the existing bridge for I-75 traffic only and new/rehabilitate the existing bridge (2x2 lanes) for I-71 and local traffic.
- Alternative 4 New Bridge West of Existing Bridge for all Traffic – Construct a new double-deck bridge (2x5 lanes on top) for I-75 and (2x3 lanes on bottom) for I-71 and local traffic just west of the existing bridge and remove the existing bridge.
- Alternative 5 New Bridges for I-75 – Construct new bridges (2x5 lanes) for I-75 traffic on both sides of the existing bridge and rehab the existing bridge (2x3 lanes) for I-71 and local traffic.

Sub-Alternatives:

- I-75 Northbound at KY 12th Street Ramp – Provides access to a proposed development south of Linden Grove Cemetery.
- I-71/US 50 Interchange (for Queensgate Alignments) – Replaces left hand entrances and exits and simplifies navigation and access of roadway.

- I-71/I-75/US 50 Interchange – Replaces left hand entrances and exits and provides for interchange traffic between I-75, I-71, US 50, and downtown Cincinnati.
- I-75 Ohio Collector – Distributor Road/Arterial Improvements – Local traffic distributor route to improve traffic flow.
- Western Hills Viaduct Interchange – Replaces left hand exits from northbound I-75 and provides full movement at the interchange.

PROJECT SCHEDULE/NEXT STEPS

Information presented at tonight's meeting has been completed in Steps 1 through 4 of ODOT's Project Development Process. The project team will begin work on Step 5. Work completed in this next step will include detailed environmental and engineering studies and more detailed evaluation of the conceptual alternatives.

As the project development process moves forward, fewer transportation alternatives will be advanced. Some alternatives will be eliminated from further study or combined with other alternatives based on the more detailed evaluation criteria. Once the Preferred Alternative is defined, the environmental document is refined and submitted. Public comments will assist in development and evaluation of alternatives throughout the process.

YOUR COMMENTS ARE IMPORTANT!

Comment forms are available to fill out at tonight's meeting. All written comments including e-mails through the project website listed below or received on the project hotline, will be included in the project documentation. Comments not submitted at tonight's meeting are being accepted until May 18, 2006 and should be sent to the following:

Hotline: (513) 639-2172

or



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The banner features a background image of the bridge under construction. At the top right, it displays the U.S. Department of Transportation Federal Highway Administration logo and the Kentucky State of Transportation logo with the slogan "UNBRIDLED SPIRIT". The main text reads "Brent Spence Bridge Replacement/Rehabilitation Project" in a large, bold, yellow font. Below this, a dark blue bar contains the words "PUBLIC MEETING" in large, white, bold, sans-serif capital letters.

May 2006

WELCOME

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) welcome you to tonight's meeting to discuss the progress of the Brent Spence Bridge Replacement/Rehabilitation Project over the past year and to introduce conceptual alternatives that have been developed.

We appreciate your participation and encourage you to visit information stations and talk with project team representatives. It is important that you examine the information presented tonight and submit comments on the forms available. ODOT and KYTC recognize the importance of public involvement and remain committed to working with the public to ensure construction of highway improvements that meet the needs of the community and region.

PROJECT OVERVIEW

The Brent Spence Bridge is a pivotal section of one of our nation's most important highway systems. Spanning hundreds of miles from Miami to Canada, Interstate 75 is among our longest and busiest interstate transportation routes. The Brent Spence Bridge itself is an interstate connection for both I-71 and I-75 traffic and enables the highways to cross the Ohio River.

Currently, the Brent Spence Bridge and the I-71/I-75 corridor support a level of use that far exceeds its original design. Specific problems include growing traffic congestion, safety concerns and design deficiencies. ODOT and KYTC have initiated the study of the rehabilitation of the I-71/I-75 corridor, including the Brent Spence Bridge, to increase capacity and improve safety in this critical transportation corridor.

The study area extends 6.5 miles between Northern Kentucky and Cincinnati, Ohio and is 2.82 square miles. It begins just south of the I-75/Kyles Lane interchange in Kentucky and ends just north of the I-75/Western Hills Viaduct interchange in Cincinnati.

PURPOSE AND NEED

The Brent Spence Bridge opened to traffic in 1963 and was designed to carry 80,000 vehicles per day. Currently, 150,000

vehicles per day use the Brent Spence Bridge. Traffic volumes are projected to increase to 200,000 vehicles per day in 2030. Areas of concern include:

- Growing demand and congestion,
- Land use pressures,
- Environmental concerns,
- Adequate safety margins, and
- Maintaining linkage in key mobility, trade, and national defense highways.

The purpose of the Brent Spence Bridge Replacement/Rehabilitation Project is to increase capacity and improve safety within the I-71/I-75 corridor for both local and regional traffic. The project aims to:

- Improve traffic flow and level of service,
- Improve safety,
- Correct geometric deficiencies (i.e. low design speed, narrow lanes and shoulders, presence of weaving sections), and
- Maintain connection to key regional and national transportation corridors.

PROGRESS TO DATE

Study documents that have been completed for the Brent Spence Bridge Replacement/Rehabilitation Project including:

- Public Involvement Plan
- Purpose and Need Statement
- Red Flag Summary
- Existing and Future Conditions Report
- Planning Study Report (Draft)

CONCEPTUAL ALTERNATIVES

Evaluation Criteria and Comparison Matrix

A total of 25 conceptual alternatives, including the No Build alternative, were studied and evaluated for the Brent Spence Bridge Replacement/Rehabilitation Project. These included mainline alternatives and sub-alternatives that further examined segments within the mainline corridor.

COMPARISON MATRIX OF CONCEPTUAL ALTERNATIVES TO BE CARRIED FORWARD FOR FURTHER STUDY AND DEVELOPMENT

Alternative	Description	Segments	Congestion Mitigation	Safety			Engineering ¹		Environmental Resource Impacts							Access/Accessibility			Construction Cost	Construct-ability	Comments	
				Geometric Improvement	Separation of Regional and Local Traffic	Simplification of Roadway Network	Meets Current Design Standards	Sustainability/Flexibility	Hazardous Materials	Ecological	Historical	Archaeological	Community	Environmental Justice	Interstate/US Routes	Local Roads	Overall					
1	New Queensgate Bridge (2x5 Lanes) for I-75 and Rehab Existing Bridge (2x2 Lanes) for I-71 and Local Traffic	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Average	Good	Average	Good	Poor	Average	Good	Poor	Good	Good	Good	Average	Good	Average	Average	Product of the EFS. Meets intent and criteria of project. Constructive elements from Alternative 6 (Dismissed) were incorporated into this alternative. More study is required.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Poor	Poor	Good	Average	Good	Average	Average	Average		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Poor		Poor
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Average		Average
2	New Queensgate Bridge (2x7 Lanes) for I-71/I-75 and Rehab Existing Bridge (2x2 Lanes) for Local Traffic	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Average	Good	Average	Good	Good	Good	Good	Poor	Good	Good	Good	Average	Good	Average	Average	Product of the EFS. Meets intent and criteria of project. Constructive elements from Alternative 15 (Dismissed) were incorporated into this alternative. More study is required.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Average	Average		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	Average		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Average	Poor		
3	New Double-Deck Bridge (2x5 Lanes) on West Side of the Existing Bridge for I-75 and New/Rehab Double-Deck Bridge (2x2 Lanes) at Existing Bridge for I-71 and Local Traffic	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Average	Good	Good	Good	Average	Average	Good	Good	Good	Good	Average	Average	Good	Average	Average	Meets intent and criteria of project. Constructive elements from Alternatives 9 and 13 (Dismissed) were incorporated into this alternative. Utilizes existing corridor and bridge. More study is required.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Average	Average	Average	Good	Average	Poor	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Average		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Average	Good	Average	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Average		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average		
4	New Double-Deck Bridge (2x5 Lanes Each Direction on Top) for I-75 and (2x3 Lanes Each Direction on Bottom) for I-71 and Local on West Side of the Existing Bridge and Remove Existing Bridge	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Average	Good	Good	Average	Poor	Good	Good	Good	Good	Good	Average	Average	Good	Average	Average	Meets intent and criteria of project. Constructive elements from Alternative 8 (Dismissed) were incorporated into this alternative. Utilizes existing corridor. More study is required.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Average	Good	Average	Average	Good	Average	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Poor		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	Average	Average		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average		
5	New Single-Deck Bridges (2x5 Lanes) on each side of the Existing Bridge for I-75 and Rehab Existing Bridge (2x2 Lanes) for I-71 and Local Traffic.	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Average	Average	Average	Good	Good	Average	Poor	Good	Good	Average	Good	Good	Average	Average	Good	Average	Average	Meets intent and criteria of project. Utilizes existing corridor and bridge. More study is required.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Average	Good	Average	Good	Good	Poor	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Average		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Average	Good	Good	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Good	Poor		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average		
NB	No Build Alternative. All Alignments Remain As-Is, with Safety Improvements, Pavement and Shoulder Rehab, and Aesthetic Treatments All Within Existing Right Of Way.	1. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Poor	Poor	Poor	Good	Good	Good	Good	Good	Good	Average	Average	Average	Good	Good	A No Build Alternative is required. Baseline for evaluation purposes.		
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Poor	Poor	Poor	Average	Good	Good	Good	Good	Good	Average	Average	Average	Average	Average			
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Poor	Poor	Poor	Poor	Poor	Good	Good	Good	Good	Good	Good	Average	Average	Average	Average	Good			
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Average	Average	Average	Average	Average	Poor	Good	Good	Good	Good	Good	Average	Poor	Average	Good	Good			

The alternatives below this point (I-75 NB KY Ramps, I-71/US 50 Interchange, I-71/I-75/US 50 Interchange, I-75 NB/SBWHV Interchange) have been evaluated independently of the main corridor.

I-75 Northbound, Kentucky Ramp Relocation Sub-Alternatives																				
I-75 NB Ky Ramp Alt 1	I-75 Northbound exit ramp to W. 12th St. and Pike St. Hewson St. realigned to provide access to area near W 14th St.	South of Brent Spence Bridge in KY, from W 14th Street to Pike St.	Good	Good	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Provides access to downtown while maintaining local access to the south as a separate roadway. Meets intent and criteria of project.
I-75 NB Ky Ramp Alt 2	I-75 Northbound exit ramp becomes 2-way local access between W 14th St and Pike St.	South of Brent Spence Bridge in KY, from W 14th Street to Pike St.	Average	Good	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Provides access to downtown while maintaining local access to the south as part of the interstate access. Meets intent and criteria of project.
I-71/US 50 Interchange Sub-Alternatives (for I-75 Queensgate Alignment)																				
I-71/US 50 Alt 1	I-71 on existing bridge. US 50 realigned to be parallel. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Good	Good	Average	Average	Average	Good	Good	Good	Average	Average	Average	Average	Average	Average	Average	Average	US 50 proposed as parallel roadway, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.
I-71/US 50 Alt 2	I-71 connected with I-75. US 50 realigned to be parallel. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Good	Good	Good	Average	Average	Average	Good	Good	Average	Poor	Average	Good	Average	Good	Poor	Average	US 50 proposed as parallel roadway, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.
I-71/I-75/US 50 Interchange Sub-Alternatives																				
I-71/I-75/US 50 Alt 1	I-71/I-75/US 50 realignment, I-75 parallel in existing corridor. Option: I-75 above or below other roadways. Option: Additional access ramps—eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Average	Average	Average	Average	Good	Good	Good	Average	Average	Good	Good	Average	Average	Average	Average	I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.
I-71/I-75/US 50 Alt 2	I-71/I-75/US 50 realignment, I-75 parallel in existing corridor. Extension of downtown street grid, existing access to/from highways/ downtown maintained.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Good	Average	Average	Good	Good	Good	Good	Average	Good	Good	Good	Good	Good	Average	Average	I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.
I-71/I-75/US 50 Alt 3	I-71/I-75/US 50 realignment, I-75 parallel in existing corridor. Extension of downtown street grid, access to/from highways/ downtown combined in CD/local roadways.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Good	Good	Good	Average	Good	Average	I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.
I-75 Northbound and Southbound Corridor Sub-Alternatives																				
I-75 NB/SB Alt 1	Improve existing I-75 NB and SB. Create C-D roads parallel to I-75 from south of I-75 to WHV Interchange. Widen existing bridges over local roadways.	I-75 from south of Ezzard Charles to Western Hills Viaduct	Good	Good	Good	Average	Good	Good	Good	Good	Good	Average	Average	Good	Good	Average	Good	Average	Good	Improves existing roadway condition. Meets intent and criteria of project.
I-75 NB/SB Alt 2	Improve existing I-75 NB and SB. Improve Winchell and Western Avenue arterials. Replace existing bridges over local roadways. Ezzard Charles/I-75 ramps eliminated.	I-75 from south of Ezzard Charles to Western Hills Viaduct	Average	Average	Average	Good	Good	Average	Good	Good	Good	Average	Good	Good	Average	Poor	Average	Good	Good	Improves existing roadway condition. Meets intent and criteria of project.
Western Hills Viaduct Interchange Sub-Alternatives																				
WHV-1	Offset Roundabout Diamond, east of I-75, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Meets intent and criteria of project. Offers full interchange movements.
WHV-2	Single Roundabout Diamond, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Good	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Meets intent and criteria of project. Offers full interchange movements.
WHV-3	Single Point Urban Interchange, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Meets intent and criteria of project. Offers full interchange movements.
WHV-NB	No Build Alternative. Alignments Remain As-Is. Safety Improvements and Pavement/Shoulder Rehab Within Existing Right Of Way.	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Poor	Average	Average	Poor	Poor	Good	Good	Good	Good	Good	Good	Poor	Average	Poor	Good	Good	A No Build Alternative is required. Baseline for evaluation purposes.

1. For this phase of evaluation, only horizontal design components were considered. Vertical design standards will be included for evaluation at a later step in the process.

Geometrics and operational analyses will be used to determine feasibility of alternatives and proposed lane assignments in subsequent phases of development.

This matrix is for comparison purposes only. It is intended that the scale will evolve with each step in the process to include quantification of impacts and improvements.

Good	Lowest likely impacts, meets most criteria in respective category, addresses elements with good conformance to the Purpose and Need
Average	Mid-range of impacts, meets some criteria in respective category, addresses elements to somewhat conform to the Purpose and Need
Poor	High likely impacts, does not meet criteria in respective category, does not address elements or conform with the Purpose and Need

