

CONCEPTUAL ALTERNATIVES STUDY ANALYSIS AND RECOMMENDATIONS

The Conceptual Alternatives Study analyzed Alternatives B, C, D, E, and G for environmental impacts, traffic, design issues, costs, and constructability. The categories analyzed are shown in the matrix accompanying this handout. The categories include the alternative's ability to meet the project's purpose and need, community and environmental impacts, potential residential and business displacements, changes in traffic volume levels, noise levels, access, utilities, and preliminary cost estimates. The comparative analysis led to the recommendation of carrying forward two feasible alternatives. The two feasible alternatives consist of Alternative E and a combination of Alternatives C and D. Based on the analyses completed and feedback as part of community input, it is also recommended that certain design elements (as listed above) of Alternative G be incorporated into the two feasible alternatives in Step 6 of the PDP. Additionally, the two feasible alternatives will be designed to provide three lanes in each direction on I-75.

NEXT STEPS

Comments from today's meeting and from various local, state, and federal agencies will be taken into account and used in the development of the feasible alternatives in the next phase of the project development process. The project team will further refine and evaluate the more detailed feasible alternatives during Step 6. An assessment of feasible alternatives report and environmental document will be completed.

THANK YOU FOR ATTENDING TODAY'S PUBLIC INVOLVEMENT MEETING!

The Conceptual Alternatives Study report and all of the exhibits shown today can be obtained from the project web site (<http://www.brentspencebridgecorridor.com>) as well as additional information about the project. Copies of the Conceptual Alternatives Study report are available for review at any of the following locations: ODOT, District 8 Office; Cincinnati City Hall; Cincinnati Main Library; OKI Regional Council of Governments; Hamilton County Engineer's Office; KYTC District 6 Office; Covington City Hall; Mary Ann Mongan - Covington Library; Park Hills City Building; Fort Wright City Building.

YOUR COMMENTS ARE IMPORTANT!

Comment forms are available to fill out at today's meeting. All written comments including e-mails through the project website will be included in the project documentation.

Comments can be written on the comment sheets and submitted at this meeting. Written comments can also be submitted by mail or e-mail by June 8, 2009 to:

Mr. Keith Smith
District Planning and Environmental Engineer (Acting)
Ohio Department of Transportation, District Eight
505 South SR 741
Lebanon, OH 45036
(513) 933-6590

or:

(Keith.Smith@dot.state.oh.us) or
<http://www.brentspencebridgecorridor.com/Feedback.html>)



VISIT OUR WEBSITE:
www.brentspencebridgecorridor.com

Brent Spence Bridge Replacement/Rehabilitation Project

PUBLIC MEETING

U.S. Department of Transportation
Federal Highway Administration



May 2009

WELCOME

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) welcome you to the tonight's public meeting.

The purpose of this meeting is to present the conceptual alternatives that were considered for the Brent Spence Bridge Replacement/Rehabilitation Project, along with the recommendations of feasible alternatives for further study. At this meeting, there are exhibits which show information on environmental impacts, traffic, costs, engineering design, and the project's purpose and need. Details of this information are presented in the Conceptual Alternatives Study report, which is available for review at several public locations and posted on the project web site (<http://www.brentspencebridgecorridor.com>).

The Brent Spence Bridge Replacement/Rehabilitation Project will improve the travel conditions within the I-71/I-75 corridor for both local and through traffic. The project study area is located along a 7.3-mile segment of I-75 within the Commonwealth of Kentucky and the State of Ohio. The project limits are between Dixie Highway in Kentucky and the Western Hills Viaduct in Ohio.

The purpose of this project is to:

- improve traffic flow and level of service,
- improve safety,
- correct geometric deficiencies, and
- maintain and improve connections to local, regional, and national transportation corridors.

PROJECT DEVELOPMENT PROCESS STEP 5

The project is currently in Step 5 of ODOT Project Development Process (PDP). This step identifies and evaluates conceptual alternatives. The result of Step 5 is to recommend feasible alternatives for further study. The next step of the PDP will be to further develop the feasible alternatives based on public and agency comments, environmental impact, and design criteria.



COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

ODOT and KYTC request public comments be made regarding the potentially impacted cultural resources presented at this meeting. This is in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800). Cultural resources include prehistoric and historic archaeological sites, historic bridges and historic buildings, as well as historic sites and districts. Special public involvement meetings will be held if there are adverse impacts to cultural resources as a result of this project.

CONCEPTUAL ALTERNATIVES DESCRIPTION

Nine conceptual alternatives were studied in Step 5 of ODOT's PDP. These alternatives included the No Build Alternative and eight mainline build alternatives: Alternative A; Alternative B; Alternative C; Alternative D; Alternative E; Alternative F; Alternative G; and Alternative H.

The No Build Alternative is retained as a baseline for evaluation of the conceptual alternatives. The No Build Alternative consists of minor, short-term safety and maintenance improvements to the Brent Spence Bridge and I-75 corridor, which would maintain continuing operations.

The mainline build alternatives are based on two different alignments: a new alignment through the Queensgate area of Cincinnati (Alternatives A and B); and an alignment along the existing I-71/I-75 corridor (Alternatives C through H).

The Queensgate alignments go 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. The existing alignments 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.

Alternative A is the former Alternative 1 presented in Step 4 of the PDP. Alternative B is the former Alternative 2 presented in Step 4 of the PDP.

Alternative A was dismissed from further consideration during Step 5 due to modifications to the original concept for the alternative, impacts to Longworth Hall which is listed on the National Register of Historic Places, public opposition, community, economic, and environmental impacts, and findings of the Travel Lane Evaluation Study (April 2007).

Alternative B is recommended for elimination due to community impacts, constructability, costs, and overall complexity.

Features of Alternative B include the following:

- A new bridge for I-71/I-75 traffic will be constructed through Queensgate
- Local traffic would use a rehabilitated Brent Spence Bridge

Alternatives C and D both are a variation of the former Alternative 3 presented in Step 4 of the PDP. Alternatives C and D are similar and only differ in their configuration.

Features of Alternative C include:

- Southbound local traffic crosses over I-75 at Ezzard Charles Drive
- One bridge configuration

Features of Alternative D include:

- I-75 is located between the local C-D roadways in Ohio
- Three separate bridges configuration

Alternatives C and D are both recommended for further study. The best features of these two alternatives will be combined to form one feasible alternative.

Alternative E is a variation of the former Alternative 3 presented in Step 4 of the PDP. Features of Alternative E include the following:

- I-75 would have three lanes in each direction
- US 50 in Ohio would be reconfigured
- A new bridge to the west side of the existing Brent Spence Bridge would carry I-75 and I-71 traffic
- Local traffic would use a rehabilitated Brent Spence Bridge

Alternative E is recommended for further study.

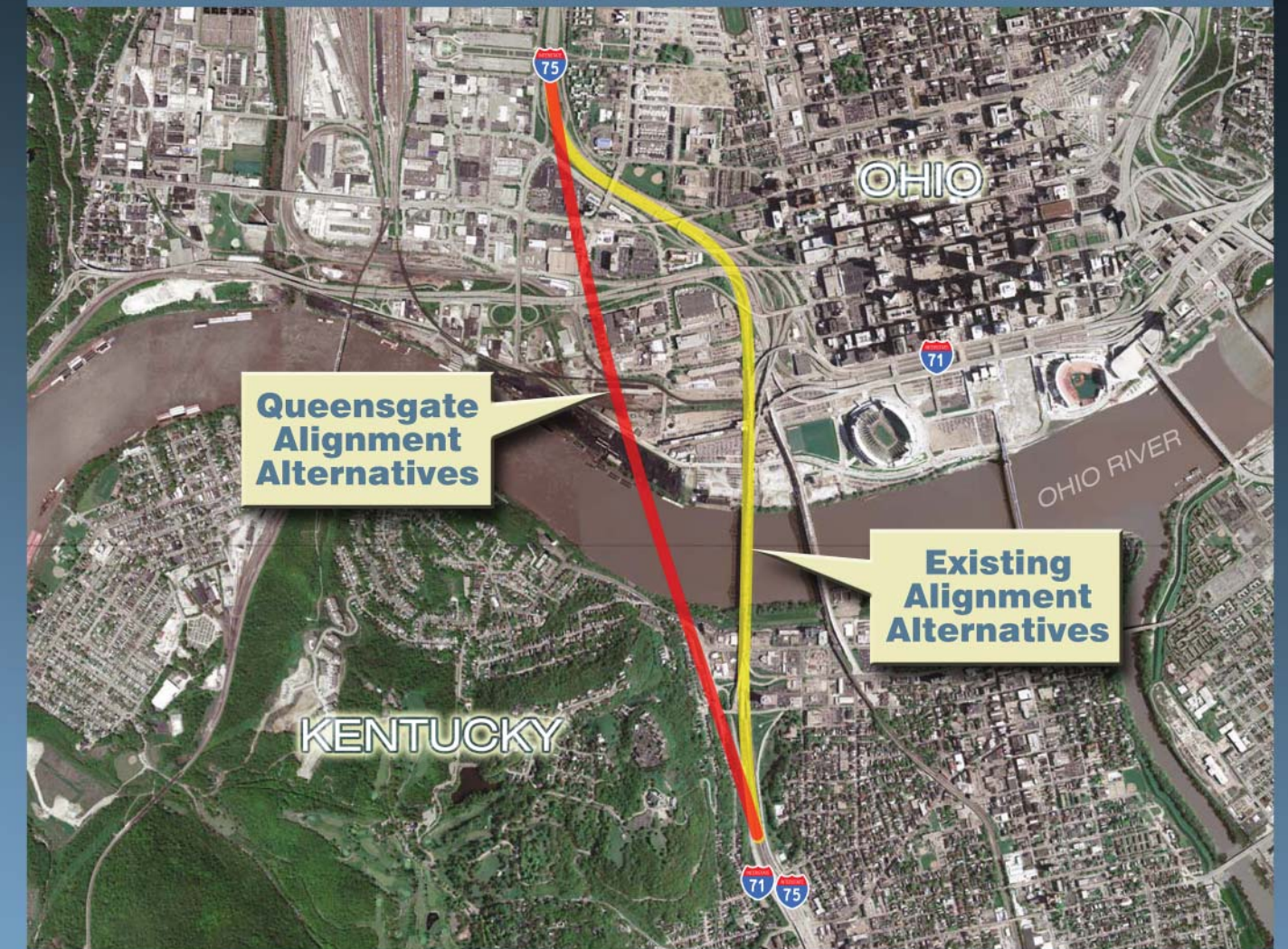
Alternatives F and G are both a variation of the former Alternative 4 presented in Step 4 of the PDP. Alternatives F and G are similar and have one major difference in Ohio.

- Alternative F provides a direct connection from I-75 southbound to westbound US 50 by way of a new ramp connection from the southbound local C-D roadway. Alternative G does not incorporate this ramp connection.

Both alternatives include:

- A new bridge to the west side of the existing Brent Spence Bridge to carry I-75 traffic, southbound I-71 traffic, and local southbound traffic.
- A rehabilitated Brent Spence Bridge would carry I-71 northbound traffic and local northbound traffic.

CONCEPTUAL ALTERNATIVES ALIGNMENTS



Alternative F was eliminated from further consideration because of its similarity to Alternative G and it did not prove any additional benefits.

Alternative G is recommended for elimination from further study due to the high costs of this alternative and the higher property acquisition associated with it. However, some design features of Alternative G are recommended to be carried forward and incorporated 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
- 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

Alternative H is the former Alternative 5 presented in Step 4 of the PDP. Alternative H proposes to construct two new single-deck bridges for I-75 on either side of the existing Brent Spence Bridge.

Alternative H was eliminated from further consideration in the early stages of Step 5 due to geometric design problems.