

Summary Comparison of Conceptual Alternatives						
Impacts	No Build	Alternative B (Former Alternative 2)	Alternative C (Former Alternative 3)	Alternative D (Former Alternative 3)	Alternative E (Former Alternative 3)	Alternative G (Former Alternative 4 Hybrid)
Alternative Description	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. All within existing right of way.	Six lanes each direction between Kyles Lane and KY 12 th Street; Local C-D roadway from KY 12 th Street to Ohio River; New bridge (4 lanes in each direction) through Queensgate 900 feet west of existing for I-71/I-75 traffic; Rehab existing bridge for local traffic (2 lanes SB and 3 lanes NB); Realign US 50; Improvements to Western and Winchell Avenues	Six lanes in each direction between Kyles Lane and KY 12 th Street; local C-D roadway from KY 12 th Street to Ohio River; New double deck bridge just west of existing bridge for I-75 (2 lanes NB and SB), 2 lanes SB I-71, two lanes SB local traffic; Rehab existing bridge for NB I-71 (2 lanes), NB local traffic (3 lanes); Reconfigure I-75 through I-71/I-75/US 50 Interchange; From KY 12 th Street to Ezzard Charles Drive NB I-75 5 lanes, SB I-75 2 lanes, and local SB C-D roadway 4 lanes; Improvements to Western and Winchell Avenues	Six lanes in each direction between Kyles Lane and KY 12 th Street; Local C-D roadway between KY 12 th Street and the Ohio River; New double deck bridge just west of the existing bridge I-75 (2 lanes NB and SB), two lanes SB I-71, and two lanes SB local traffic; Rehab existing bridge for NB I-71 (2 lanes) and three lanes for NB local traffic (3 lanes); Reconfigure I-75 through the I-71/I-75/US 50 Interchange; 11 lanes for I-75 and SB local traffic between Ezzard Charles Drive and the Western Hills Viaduct; Improvements to Western and Winchell Avenues	Six lanes in each direction between Kyles Lane and KY 12 th Street; Two access points into Covington for both NB and SB traffic; New double-deck bridge just west of the existing Bridge for I-71/I-75 traffic (2 lanes in each direction); Reconfigure I-75 through the I-71/I-75/US 50 Interchange; Between Ezzard Charles Drive and Western Hills Viaduct, SB I-75 6 lanes, NB I-75 5 lanes, and one auxiliary lane to the Western Hills Viaduct; Improvements to Western and Winchell Avenues	Six lanes in each direction between Kyles Lane and KY 12 th Street; 2 access points to Covington for NB and SB traffic through a C-D roadway; New double deck bridge just west of the existing bridge for I-75 (2 lanes in each direction), 2 lanes for SB I-71 and 2 lanes for SB local traffic; Rehab existing bridge for NB I-71 (2 lanes) and local traffic (3 lanes); Reconfigure I-75 through the I-71/I-75/US 50 Interchange; I-75 elevated from Ohio River to Linn Street; NB C-D roadway will carry local traffic to Ezzard Charles Drive; Improvements to Western and Winchell Avenues
Purpose and Need Elements						
Improve traffic flow and level of service	<ul style="list-style-type: none"> Does not improve traffic flow and level of service Congestion will continue to worsen 	Improves traffic and level of service over the No Build	Improves traffic and level of service over the No Build	Improves over the No Build	Improves traffic and level of service over the No Build	Improves traffic and level of service over the No Build
Improve safety	Will not improve safety	Improves safety <ul style="list-style-type: none"> Separates local and interstate traffic to help reduce accident rates 	Improves safety <ul style="list-style-type: none"> Lower design speed for local C-D roadway help reduce accident rates 	Improves safety <ul style="list-style-type: none"> Improves geometry on I-75 to help reduce accident rates 	Improves safety <ul style="list-style-type: none"> Provides proper shoulder widths to help reduce accident rates 	Improves safety <ul style="list-style-type: none"> Improved geometries help reduce accident rates
Correct geometric deficiencies	Will not correct geometric deficiencies	Corrects geometric deficiencies with design exceptions	Corrects geometric deficiencies with design exceptions	Corrects geometric deficiencies with design exceptions	Corrects geometric deficiencies with design exceptions	Corrects geometric deficiencies with design exceptions
Maintain and improve connections to local, regional, and national transportation corridors	Maintains but does not improve existing connections	Changes and improves connections	Does not maintain all existing connections	Does not maintain all existing connections	Maintains and improves connections	Removes some local connections
Engineering						
Provides local access to/from the interstate	Provides local access to/from the interstate as it currently exists	Provides access to interstate by way of local C-D road <ul style="list-style-type: none"> I-75 access between KY 12th Street and Ezzard Charles Drive Provides direct access to interstate <ul style="list-style-type: none"> 1 direct access point to I-71 NB in KY at Pike Street 	Provides access to interstate by way of local C-D road <ul style="list-style-type: none"> I-75 access between KY 12th Street and Ezzard Charles Drive Provides direct access to interstate <ul style="list-style-type: none"> 1 direct access point to I-71 NB in KY at Pike Street 	Provides indirect access to interstate by way of local C-D road <ul style="list-style-type: none"> I-75 access between KY 12th Street and Ezzard Charles Drive Provides direct access to interstate <ul style="list-style-type: none"> 1 direct access point to I-71 NB at KY 9th Street 	Provides indirect access to interstate by way of local C-D road <ul style="list-style-type: none"> I-75 access KY 12th Street and Ezzard Charles Drive Provides direct access to interstate <ul style="list-style-type: none"> 1 direct access point to I-71 NB in KY 1 direct access point to I-75 NB in KY Direct access to I-71/I-75 SB in KY at 5th Street 	Provides indirect access to interstate by way of local C-D road <ul style="list-style-type: none"> I-75 access KY 12th Street and Ezzard Charles Drive Provides direct access to interstate <ul style="list-style-type: none"> 1 direct access point to I-71 NB at KY 9th Street
Provides direct access to Covington from I-75	Provides direct local access to/from the I-75 as it currently exists	Provides indirect access to Covington from I-75 by a C-D road <ul style="list-style-type: none"> NB access at KY 12th Street SB access at KY 9th Street 	Provides indirect access to Covington from I-75 by a C-D road <ul style="list-style-type: none"> NB access at KY 12th Street SB access at KY 9th Street 	Provides indirect access to Covington from I-75 by a C-D road <ul style="list-style-type: none"> NB access at KY 12th Street SB access at KY 9th Street 	Provides direct access to Covington <ul style="list-style-type: none"> SB I-75 and SB I-71 access at KY 9th NB traffic Provides indirect access to Covington by C-D road <ul style="list-style-type: none"> Access at KY 12th Street 	Provides indirect access to Covington by C-D road <ul style="list-style-type: none"> NB access at KY 12th and KY 5th streets SB access at KY 5th and KY 9th streets
Maintains existing access points to I-75 in Cincinnati	Maintains local access to/from I-75 as it currently exists	Maintains local access to/from the interstate as it currently exists	Eliminates direct access to/from I-75; Access provided by C-D road <ul style="list-style-type: none"> I-75 NB access eliminated between KY 12th Street to just south of Ezzard Charles Drive I-75 SB access eliminated between KY 9th Street and the Western Hills Viaduct Access provided by C-D road 	Alters existing access to I-75 <ul style="list-style-type: none"> Existing I-75 NB and SB access eliminated or reconfigured between KY 12th Street to just north of Ezzard Charles Existing direct access to/from I-75 will remain but reconfigured at US 50 	Eliminates direct access to/from I-75 <ul style="list-style-type: none"> I-75 NB access eliminated between KY 12th Street to just north of Ezzard Charles Drive I-75 SB access between KY 9th Street and the Western Hills Viaduct 	
Separates local and regional traffic	Does not separate Interstate system as it currently exists	Separates local and regional traffic <ul style="list-style-type: none"> A new bridge for I-71/I-75 traffic will be constructed through Queensgate Existing Brent Spence Bridge will be rehabilitated to carry local NB and SB traffic. 	Separates local and regional traffic <ul style="list-style-type: none"> A new bridge just west of the existing Brent Spence Bridge will be constructed to carry I-75 NB and SB, I-71 SB, and local SB traffic Existing Brent Spence Bridge will be rehabilitated to carry I-71 NB and local NB traffic. 	Separates local and regional traffic <ul style="list-style-type: none"> A new bridge just west of the existing Brent Spence Bridge will be constructed to carry I-75 and I-71 NB and SB traffic The existing Brent Spence Bridge will be rehabilitated to carry local NB and SB traffic. 	Separates local and regional traffic <ul style="list-style-type: none"> A new bridge just west of the existing Brent Spence Bridge will be constructed to carry I-75 NB and SB, I-71 SB, and local SB traffic The existing Brent Spence Bridge will be rehabilitated to carry I-71 NB and local NB traffic. 	
Traffic						
Existing (2005) levels of service and average daily traffic	Approximately 160,000 vehicles per day in project corridor LOS range from C to F: <ul style="list-style-type: none"> 22 Segments – C 19 Segments – D 7 Segment – E or F (includes I-75, I-71, US 50) 	N/A	N/A	N/A	N/A	N/A
Future (2035) levels of service along mainline segments (NB = northbound; SB = southbound)	LOS includes I-75 <ul style="list-style-type: none"> 16 Segments – D 8 Segments – E 19 Segments – F 	I-75: <ul style="list-style-type: none"> 1 NB segment LOS F north of Dixie Highway 7 SB segments LOS E I-71: <ul style="list-style-type: none"> NB all segments LOS E or F SB two segments LOS F 	I-75: <ul style="list-style-type: none"> 1 NB segment LOS F north of Dixie Highway 7 SB segments LOS E I-71: <ul style="list-style-type: none"> NB all segments LOS E or F SB two segments LOS F 	I-75: <ul style="list-style-type: none"> 1 NB segment LOS E and one LOS F 6 SB segments LOS E I-71: <ul style="list-style-type: none"> NB all segments LOS E or F SB two segments LOS F 	I-75: <ul style="list-style-type: none"> No NB segments LOS E or F north of Dixie Highway 4 SB segments LOS E I-71: <ul style="list-style-type: none"> NB all segments LOS E or F SB two segments LOS F 	I-75: <ul style="list-style-type: none"> 1 NB segment LOS F north of Dixie Highway 7 SB segments LOS E I-71: <ul style="list-style-type: none"> NB all segments LOS E or F SB two segments LOS
Future (2035) daily hourly volumes along mainline segments (NB = northbound; SB = southbound)	I-75: <ul style="list-style-type: none"> NB ranges from 2,360 – 8,860 SB ranges from 2,760 – 10,170 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 5,310-8,650 SB ranges from 940-9,160 I-71: <ul style="list-style-type: none"> NB ranges from 1,900 – 7,400 SB ranges from 2,420 – 6,330 	I-75: <ul style="list-style-type: none"> NB ranges from 2,450 – 8,790 SB ranges from 2,730 – 9780 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 6,070 -8,910 SB ranges from 5,900 -10,390 I-71: <ul style="list-style-type: none"> NB ranges from 2,510 – 7,530 SB ranges from 2,310 – 6,490 	I-75: <ul style="list-style-type: none"> NB ranges from 2,450 – 9,120 SB ranges from 2,730 – 9,780 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 6,010 -8,910 SB ranges from 5,900 -10,390 I-71: <ul style="list-style-type: none"> NB ranges from 2,260 – 7,530 SB ranges from 2,310 – 6,490 	I-75: <ul style="list-style-type: none"> NB ranges from 2,450 – 9,020 SB ranges from 2,730 – 9,840 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 6,070 -8,910 SB ranges from 5,900 -10,390 I-71: <ul style="list-style-type: none"> NB ranges from 2,260 – 7,530 SB ranges from 2,310 – 6,490 	I-75: <ul style="list-style-type: none"> NB ranges from 2,870 – 8,680; SB ranges from 2,730 – 9,480 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 6,440 – 8,910; SB ranges from 6,460 – 10,390 I-71: <ul style="list-style-type: none"> NB ranges from 2,240 – 7,530; SB ranges from 2,500 – 6,660 	I-75: <ul style="list-style-type: none"> NB ranges from 2,450 – 9,280 SB ranges from 2,730 – 9820 I-71/I-75: <ul style="list-style-type: none"> NB ranges from 5,640 – 8,910 SB ranges from 5,900 – 10,390 I-71: <ul style="list-style-type: none"> NB ranges from 2,240 – 7,530 SB ranges from 2,310 – 6,490