

## **APPENDIX B**

### **PUBLIC OUTREACH OVERVIEW**



## **NORTHERN KENTUCKY OUTER LOOP STUDY**

### **PUBLIC INVOLVEMENT Summary Report**

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## INTRODUCTION & EXECUTIVE SUMMARY

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In 2018, the Kentucky Transportation Cabinet (KYTC) released a planning study to evaluate a potential new route from I-71 in Gallatin County to the AA Highway (KY 9) in Campbell County. Recognizing the diverse geography, as well as the challenge of reaching both urban and rural audiences, public involvement was viewed as a critical component of study work to ensure stakeholders were able to review study information and provide feedback on study goals and potential roadway alternatives.

One of the first tasks for the project team was to establish a project identity for the study and develop a related logo.

The Northern Kentucky Outer Loop Study – which would examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton, and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton, and Bracken counties – was approved as the study name and the following logo was developed:



Following the initial project identification and branding work, the team set forth the following communications goals at the outset of the study in order to guide public outreach:

- 1) Educate stakeholders and the public about the purpose and need for a roadway alternative that improves east-west connectivity in Northern Kentucky; communicate a clear, coordinated public message regarding the study and related public involvement process.
- 2) Provide multiple opportunities for target audiences to review study-related information and obtain updates on the progress being made toward identifying potential options for improving east-west connectivity in northern Kentucky.
- 3) Provide target audiences with multiple opportunities to provide feedback to the study team.

In addition, the following tactics were approved to achieve the aforementioned goals:

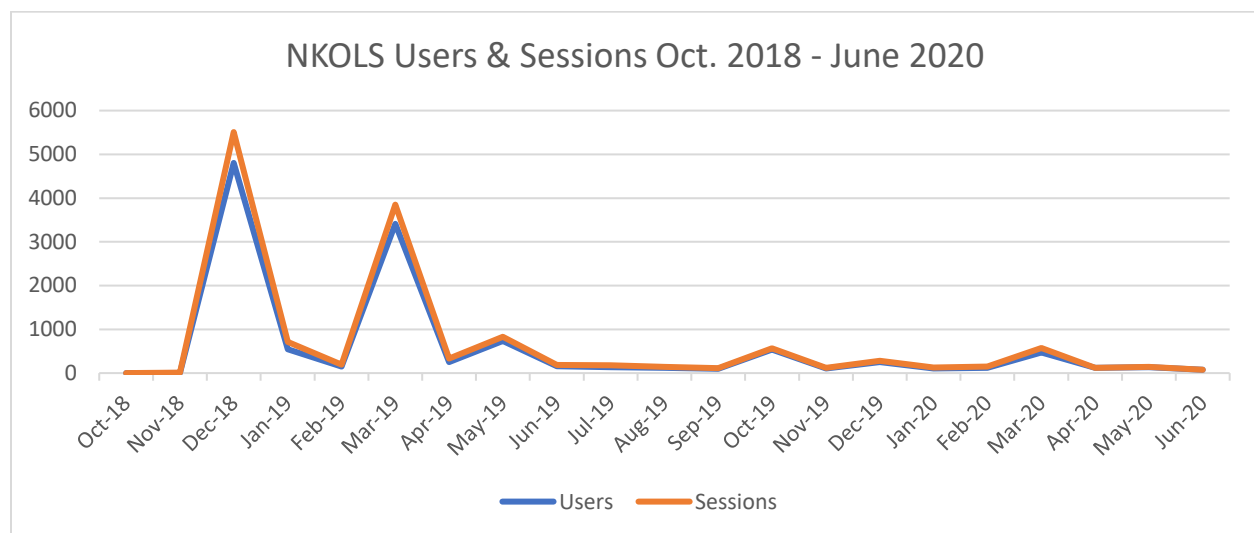
- **Develop and maintain study website** to house project information and provide portal for public involvement tools.
- **Create turnkey materials** for distribution to local constituents (e.g., sample e-newsletter blurb, draft social media posts, etc.); **educate key stakeholders** about the study and enlist them in the effort to solicit public feedback.
- **Provide study-related social media posts** to D6 at key public engagement points throughout the study process.



- **Conduct proactive media relations** to inform the public about public engagement opportunities as the study process evolves.
- **Distribute regular updates via e-mail** to stakeholders and other interested parties.
- **Establish and maintain a project email account** to facilitate project inquiries.

Below is a summary of public engagement activity related to those tactics:

NKYOuterLoopStudy.org was launched in late 2018 and continues to be operational. Spikes in website traffic were directly related to public outreach and external communications efforts.



Data related to user behavior on the website indicates that most time was spent on the home page, followed by the 'About' page, and then the 'Get Involved' page.

Other relevant metrics indicate that a majority of site traffic came through social media channels (likely posted by partner &/or community organizations directing people to the site since no social media channels were established by the study team), and through direct searches (users going directly to the site).

**Create turnkey materials for distribution to local constituents (e.g., sample e-newsletter blurb, draft social media posts, etc.); educate key stakeholders about the study and enlist them in the effort to solicit public feedback.**

**Provide study-related social media posts to D6 at key public engagement points throughout the study process.**

Stakeholder materials were created and shared with attendees of the first stakeholder meeting held in December 2018. Sample materials included a cover letter of introduction signed by Bob Yeager, a sample email or printed newsletter message, as well as a series of sample social media posts.

**Conduct proactive media relations to inform the public about public engagement opportunities as the study process evolves.**

Two news releases were drafted and provided to KYTC D6 for distribution:

The first was distributed Dec. 20, 2018, with the following message:

**KENTUCKY TRANSPORTATION CABINET SEEKS PUBLIC INPUT  
ON POTENTIAL NEW ROADWAY TO ENHANCE ECONOMIC OPPORTUNITY  
BY IMPROVING REGIONAL MOBILITY**  
*Public feedback will shape Northern Kentucky Outer Loop Study,  
which will examine new east-west connections*

The second was distributed March 21, 2018, with the following message:

**KENTUCKY TRANSPORTATION CABINET SEEKS PUBLIC INPUT  
ON POTENTIAL NEW EAST-WEST CONNECTIONS**  
**Revised alternatives for Northern Kentucky Outer Loop Study released**

Both news releases were distributed to regional news outlets and garnered news coverage, which generated website traffic and feedback through the project email account.

**Establish and maintain a project email account to facilitate project inquiries.**

Info@NKYOuterLoopStudy was established at the time the website was launched and promoted through additional outreach to allow the public to provide feedback and ask questions about the study process. More than 250 emails were captured, and feedback represented a diverse set of opinions, including:

*"First let me say I am so excited these options are being discussed! The development of one of these options would be an "incredible shot in the arm" for development in Campbell County, while potentially lightening the burden on the bridges over the Ohio River someday. If one wants to witness the current traffic problem in Campbell County, they just need to try to turn left from Southbound SR 27 (for instance at Industrial Rd) at 8:00 on a weekday. The cars that want to go North or South on I-75 are all heading Northbound on SR27 to get out of Campbell County. It is almost impossible to turn if you are not near a stoplight.*

*"My preference would be either Option 2 or Option 3. I believe these options would help avoid many of the more populated areas. I also believe these options would be more convenient for the residents, and commuters of all 3 northern KY counties.*

*"Thank you for your work!"*

\*\*\*

*"I highly disagree with the outer loop plan. Every map I see of the most possible location for the outer loop cuts directly across where I live. I find that the loop would be an unnecessary addition to transportation in the area, it would displace many people who care about their homes. It would also cause many people who live adjacent to the outer loop to have portions of their property destroyed and infringed upon. This plan causes me much stress and emotional upset to worry that my three generation family property will be partially or completely destroyed by this unnecessary project. It is a waste of money, resources, and a waste of land. Once again I fully disagree with any construction of the outer loop and hope that you conclude that the outer loop would be a waste."*

\*\*\*

*"How about you focus on fixing the Brent Spence first. I guess Henry Fischer won't be able to build thousands of poorly built subdivisions along a new bridge like he could with a new bypass. How much is he promising in property taxes by the way? I feel like that should be disclosed on this website."*

\*\*\*

*"Please do not build more roads. Focus on mass transit and other alternative forms of transportation. Routing people away from urban core will hurt the growing economy in Covington."*

\*\*\*

*"Thank you for considering the public's input into these projects. It means a lot to many that you will consider the opinions of those who will be funding these endeavors."*

*"With that being said I cannot see how any of the proposed outer loop options would be anything but a massive waste of time and resources. Some of the more southern routes would also destroy many family farms and disrupt the slow southern pace of life that many of us in rural Grant, Owen, and Pendleton counties hold very dear. I do acknowledge that sometimes sacrifices must be made for the march of progress, but why sacrifice a lot if there is little to gain? The amount of traffic that needs to continue due east or west through our area is minuscule compared to the traffic that is traveling north and south. This east-west traffic is already served well by our existing infrastructure."*

*If the goal of this project is to reduce congestion on I-75/71 in the Florence area, where there always seems to be congestion, I cannot see how these loops would fix anything more than a minuscule percentage of the problem. Improving existing infrastructure, such as widening Ohio River bridges as well as I-275, would go much further to improving the issues than these outer loops. I sincerely hope that the thoughts and opinions of myself and my neighbors will be considered."*

\*\*\*

*"I like the idea as long as it incorporates access to I275 in Clermont County Ohio. Preference would be the Southern part of Campbell County aligned with 536 to possibly alleviate some of the traffic along the AA and US27 through Alexandria, Cold Spring and Highland Heights."*

The following message was used as the standard response to incoming messages:

Thank you for your feedback. I work on the communications team for the NKY Outer Loop Study.

No decisions regarding specific roadway alignments or potential property impacts have been made. At this point in the study process, only very wide 2,000-foot corridors have been evaluated; specific roadway alignments will not be determined in this phase of work.

A new project at the Kentucky Transportation Cabinet typically advances through the following phases:

- Planning
- Preliminary Engineering and Environmental Evaluation
- Design
- Right of Way and Utility Coordination
- Construction

The NKY Outer Loop Study is in the planning phase. This means that several initial corridors have been identified as potential opportunities for improvement and are undergoing further review and evaluation, but no decisions have been made.

The current work to consider improved east-west connectivity in Northern Kentucky south of I-275 was a result of data that was gathered and analyzed in the context of the Brent Spence Strategic Corridor Study. You can read more about that work and the related conclusions here:

<https://transportation.ky.gov/Planning/Pages/Brent-Spence-Bridge-Strategic-Corridor-Study.aspx>.

Your email will be shared with our project team, documented and considered as part of the study process.

Thank you again for reaching out to us.

###

Comments received to [Info@NKYOuterLoopStudy.com](mailto:Info@NKYOuterLoopStudy.com) are documented in Appendix A: Email Contact Log.

# STAKEHOLDER MEETING #1

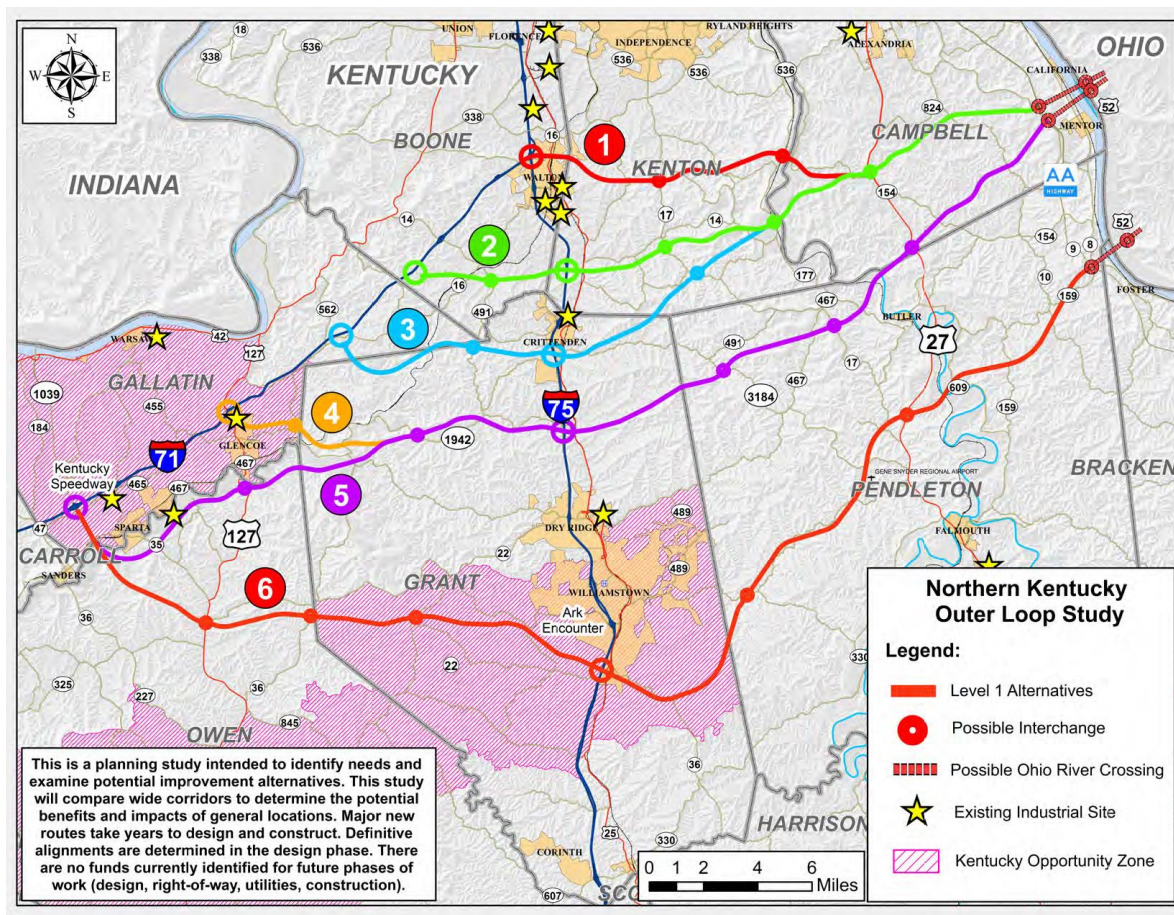
Public Involvement centered around three primary touch points with key stakeholders, which coincided with key milestones in the study process.

The first stakeholder meeting was held on Dec. 5, 2018, with a follow-up meeting held on Dec. 12, to provide an additional opportunity for stakeholders to review study material and provide feedback.

## Meeting Overview:

The objective of the first meeting was to review study goals, discuss potential alternatives, and provide stakeholders with public involvement materials to drive public engagement activities.

The project team presented the Level 1 Alternatives Map and asked stakeholders to provide feedback on potential corridors that would undergo further review.



The meeting was facilitated by Stantec and though a formal presentation was given, the meeting was conducted in a conversational format to allow for questions, comments, and concerns to be shared throughout the discussion.

The combined attendance from both meetings was approximately 60 people. Sign-in sheets from the meetings are included in Appendix B: Meeting Sign-In Sheets.

The study team maintained the project email account, which received 82 comments between Dec. 10 and Feb. 14. Comments reflected a broad spectrum of opinions, including support for consideration of a potential outer loop, as well as strong feelings against any new construction. There were respondents in favor of each alternative, as well as several commenters who believed funding for the Brent Spence Bridge should be prioritized over a new highway. Some respondents indicated they were business owners connected to various industries in Northern Kentucky, while some indicated they owned farmland and were concerned with the potential impact to their property. Some indicated they were “thrilled” to hear the study was being done; others used profanity to indicate their disdain for the work.

### Notification and Outreach:

The invitation to stakeholders was prepared by the project team and distributed from Secretary Greg Thomas’ office on Nov. 19.

### **E-mail subject line:**

REMINDER: Dec. 5 KYTC Planning Mtg Invite + Additional Mtg Date – Response Needed

### **E-mail message:**

We’ve scheduled an additional meeting date to review study-related information and gather feedback.

Please join us on either Wednesday, Dec. 5, or Wednesday, Dec. 12, from 10 a.m. – 12 p.m., to help us evaluate potential roadway alternatives to improve access and support economic development in Northern Kentucky.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Local stakeholders will play a critical role in developing these potential roadway alternatives and in helping to solicit public feedback throughout the study process. No decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

We need your help in two ways:

- 1) Please join us on Wednesday, December 5, 2018, from 10 a.m. – 12 p.m. OR on Wednesday, December 12, 2018, from 10 a.m. to 12 p.m.**



**Stakeholder Meeting #1**  
**Grant County Courthouse**  
107 North Main Street  
Williamstown, KY 41097

Our agenda for both meetings will be the same. We will:

- Review the goals, anticipated schedule and process for the study;
- Discuss potential alternatives;
- Facilitate group discussion regarding project goals and priorities; and
- Identify communications opportunities for engaging local constituents throughout the study process.

**2) Help us understand what is important to you and your constituents.**

Attached to this email is a questionnaire that will help us facilitate our discussion and give us the opportunity to hear from stakeholders who may not be able to attend the meeting. Please review the attached information, which will support the development of potential corridors and the effectiveness of each in meeting project goals.

**Please R.S.V.P. to [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org) by Friday, November 30, 2018.**

We would also appreciate you inviting any other representatives from your county who you feel would bring meaningful perspective to our discussion. Please feel free to share this information with them and ask them to R.S.V.P. by November 30 via the email address noted above.

**Project Study Background:**

Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.

**Attachments:**

Northern Kentucky Outer Loop Study - Draft Alternatives Map  
Descriptions of Potential Alternatives  
Stakeholder Feedback Form

Stakeholder Materials:

The following materials were distributed to stakeholders at the meeting:

Stakeholder Feedback Form:

**Northern Kentucky Outer Loop Study**  
**Stakeholder Meeting #1**

**DATE:** Wednesday, December 5, 2018  
and

Wednesday, December 12, 2018

Please attend whichever date is most convenient for you; the meeting agenda will be identical.

**TIME:** 10 a.m. – 12 p.m.

**LOCATION:** Grant County Courthouse, 107 North Main Street, Williamstown, KY 41097

**AGENDA:**

Introductions

Northern Kentucky Outer Loop Study Overview

Presentation of Level One Alternatives

Stakeholder Discussion

Conclusion

In order to use our meeting time as productively as possible, the Kentucky Transportation Cabinet Study Team would appreciate your feedback on the following questions no later than Dec. 12, 2018.

Comments and map illustrations can be returned to us via email at [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org) or brought in person to the meeting.

**Would an east-west corridor in the region create economic development opportunities, and if so, how?**

**Within the area you represent, are there any planned major commercial &/or residential developments that would benefit from improved roadway access? If so, please explain.**

**Are there any areas within the study area that have local significance and you believe should be avoided as roadway alignments are being considered?**

**What communications tools do you use to share information with your constituents? Do you distribute information via email, website, social media &/or printed newsletter? If our team provided study-related information to you, would you be willing to share it to your constituents through your established communications tools?**

**Provided with this invitation is a map illustrating several preliminary roadway alignments. Please use the map to note specific locations within the study area that you think would benefit from improved roadway access.**

**THANK YOU!**





Cover Letter:

Dec. 12, 2018

Dear Community Partner,

Thank you for your participation in our planning process.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Local stakeholders will play a critical role in developing potential roadway alternatives and in helping to solicit public feedback throughout the study process. No decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

Following are several sample documents that we hope you will customize as you see fit and share within your communities through your established communications channels (e.g., community newsletter, email, social media pages, etc.).

Please don't hesitate to reach out to me or any member of our study team with questions. I've noted my contact information, as well as the contact information for the Northern Kentucky Outer Loop Study project manager, below.

Sincerely,

Robert Yeager, P.E.  
Chief District Engineer  
Kentucky Department of Highways, District 6  
[Robert.Yeager@KY.gov](mailto:Robert.Yeager@KY.gov) or 859-341-2700

Other helpful resources:

- Northern Kentucky Outer Loop Study website: [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org)  
Project email account: [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org)
- Project Manager:  
Lindsay M. Carter, P.E.  
Kentucky Transportation Cabinet, Division of Program Management  
200 Mero Street  
Frankfort, KY 40622  
[Lindsay.Carter@KY.gov](mailto:Lindsay.Carter@KY.gov)



**Sample E-mail or Printed Newsletter Message:**

The Kentucky Transportation Cabinet (KYTC) is currently studying potential improvements that would improve transportation options and stimulate economic development in our area.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

No decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

We can play a critical role in the KYTC process by reviewing study information and providing our feedback. The project team wants to hear directly from us what our priorities are and how potential roadway improvements could benefit our area.

**Please take a few minutes to visit [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org).** This website contains multiple public involvement resources, including maps, information about the study process, a planning timeline and tools that will allow you to provide comments directly to the planning team at KYTC.

Our feedback is important to help shape project goals and next steps. I hope you will take a few minutes to provide your thoughts.

[Include thumbnail/link to study area map, if possible.]

**Project Study Background:**

Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.



### **Sample Social Media Posts:**

#### **For week of Dec. 10:**

**Facebook:** The @KYTC.District6 is studying new roadway options to help improve our community and they need our feedback. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a study area map with potential roadway alternatives and provide input to help shape next steps.

**Twitter:** The @KYTCDistrict6 is studying new roadway options to help improve our community and they need our feedback. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a study area map with potential roadway alternatives and provide input to help shape next steps.

#### **For week of Dec. 17:**

**Facebook:** Have you spoken up yet? The @KYTC.District6 needs your input on potential roadway options to help improve connectivity in our community. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a map with potential roadway alternatives and give your feedback.

**Twitter:** Have you spoken up yet? The @KYTCDistrict6 needs your input on potential roadway options to help improve connectivity in our community. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a map with potential roadway alternatives and give your feedback.

#### **For week of Jan. 7:**

**Facebook:** Last call for comments! The @KYTC.District6 needs your feedback on potential roadway options to help improve connectivity in our community. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a map with potential roadway alternatives and share your thoughts.

**Twitter:** Last call for comments! The @KYTCDistrict6 needs your feedback on potential roadway options to help improve connectivity in our community. Go to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) to view a map with potential roadway alternatives and share your thoughts.

### Additional Outreach:

All study-related materials, including the Level 1 Alternatives map, were posted to NKYOuterLoopStudy.org for public review and comment.

The project team prepared the following news release, which was provided to KYTC D6 for distribution to their regional media list:



### **FOR IMMEDIATE RELEASE**

**Dec. 20, 2018**

**Contacts:** Nancy Wood ([Nancy.Wood@ky.gov](mailto:Nancy.Wood@ky.gov) or 859-380-4644) OR  
Betty Hull ([betty@rasormarketing.com](mailto:betty@rasormarketing.com) or 859-414-5232)

## **KENTUCKY TRANSPORTATION CABINET SEEKS PUBLIC INPUT ON POTENTIAL NEW ROADWAY TO ENHANCE ECONOMIC OPPORTUNITY BY IMPROVING REGIONAL MOBILITY**

***Public feedback will shape Northern Kentucky Outer Loop Study,  
which will examine new east-west connections***

COVINGTON, KENTUCKY – The Kentucky Transportation Cabinet (KYTC) has launched NKYOuterLoopStudy.org – a new public involvement tool to solicit and encourage feedback regarding new transportation options for those who travel throughout Northern Kentucky.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties, specifically potential east-west alternatives that connect I-71 and the AA Highway (KY 9).

No decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

“The public will play a critical role in the KYTC study process by reviewing our early information on potential roadway concepts and providing us with feedback,” said Bob Yeager, Chief District Engineer for KYTC, District 6. “Our team is currently studying potential improvements that would create additional transportation options and stimulate economic development within our region, but we need the public to weigh in as we move throughout our study process.”

A new roadway project typically advances through the following phases:

- Planning
- Preliminary Engineering and Environmental Evaluation
- Design
- Right of Way and Utility Coordination
- Construction

The Northern Kentucky Outer Loop Study is part of the planning phase.

The scope of the current study is to:

- Forecast traffic volumes of potential roadway alternatives;
- Evaluate the impact of potential roadway alternatives on surrounding routes;
- Define socioeconomic impacts and benefits;
- Develop initial right of way, utility relocation and construction cost estimates;
- Perform a financial study and review funding options;
- Identify environmental features and impacts; and
- Receive public input.

NKYOuterLoopStudy.org offers users visual information, study background and public involvement tools to provide feedback to KYTC and to support outreach within local communities.

### ***About the Northern Kentucky Outer Loop Study***

*Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.*

###

## STAKEHOLDER MEETING #2

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The second stakeholder meeting was held on March 8, 2019, for stakeholders to review updated study material and provide feedback.

In addition to the 10 a.m. meeting, which was held at the Grant County Courthouse, a second meeting was held at 2 p.m., at the Northern Kentucky Chamber of Commerce to review the same presentation materials with Chamber stakeholders.

### Meeting Overview:

The objective of the second meeting was to present the revised set of alternatives and discuss next steps in the planning process. The meeting was facilitated by Stantec and though a formal presentation was prepared and given, the meeting was conducted in a conversational format to allow for questions, comments, and concerns to be shared throughout the discussion.

The combined attendance from both meetings was approximately 50 people. Sign-in sheets from the meeting are included in Appendix B: Meeting Sign-In Sheets.

The study team maintained the project email account, which received 23 comments between March 10 – Jan. 13. Comments continued to reflect a broad spectrum of opinions, including support for consideration of a potential outer loop, as well as strong feelings against any new construction. Respondents were sensitive to truck traffic and how potential improvements would affect local and truck routes; some requested updates on the status of the study; some expressed private property concerns; while others indicated skepticism that public feedback was being considered and a decision regarding future work had already been made.

### Notification and Outreach:

The invitation to stakeholders was prepared by the project team and distributed from Secretary Greg Thomas' office on Feb. 12.

### **E-mail subject line:**

Invitation to March 8 KYTC Stakeholder Planning Meeting – NKY Outer Loop Study – Response Needed

### **E-mail message:**

We are making progress on the Northern Kentucky Outer Loop Study.

Thank you for attending our first round of stakeholder meetings; the feedback we received at the Dec. 5 and Dec. 12 meetings and over the last few months from residents and other interested parties within the study area has been incredibly valuable.

Since we last met, our project team has carefully reviewed that input as well as our established evaluation criteria and has refined the initial alternatives that were presented in December. In addition, we are developing environmental and

geotechnical summaries and building travel demand models to help inform future aspects of our work. We are now ready to present the refined set of alternatives for review and feedback.

**Our next Stakeholder Meeting will take place on Friday, March 8, 2019, from 10 a.m. – 12 p.m.**

**Stakeholder Meeting #2**  
**Grant County Courthouse**  
107 North Main Street  
Williamstown, KY 41097

Our agenda for this meeting will include a presentation on the refined alternatives and a discussion regarding next steps in the planning process.

By way of reminder, the Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Local stakeholders will play a critical role in developing these potential roadway alternatives and in helping to solicit public feedback throughout the study process. **No decisions regarding specific, narrowly-defined roadway alignments have been made and local input will help to shape next steps.**

**Please R.S.V.P. to [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org) by Friday, March 1, 2019.**

Project Study Background:

Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.

# # #

All study-related materials, including the revised alternatives map, were posted to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) for public review and comment.

The project team prepared the following news release, which was provided to KYTC D6 for distribution to their regional media list:



## FOR IMMEDIATE RELEASE

March 21, 2018

**Contacts:** Nancy Wood ([Nancy.Wood@ky.gov](mailto:Nancy.Wood@ky.gov) or 859-380-4644) OR  
Betty Hull ([betty@rasormarketing.com](mailto:betty@rasormarketing.com) or 859-414-5232)

### **KENTUCKY TRANSPORTATION CABINET SEEKS PUBLIC INPUT ON POTENTIAL NEW EAST-WEST CONNECTIONS Revised alternatives for Northern Kentucky Outer Loop Study released**

**COVINGTON, Ky. (March 21, 2019)** – The Kentucky Transportation Cabinet (KYTC) today announced that four potential alternatives to enhance economic opportunity, improve safety and support changing traffic needs throughout Northern Kentucky have been released and will undergo further study. These revised alternatives follow the evaluation of six alternatives that were released to the public for review in December 2018.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties, specifically potential east-west alternatives that connect I-71 and the AA Highway (KY 9).

No decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

“Since we launched this study last year, the public has played a critical role in the KYTC study process by reviewing our early information on potential roadway concepts and providing us with feedback,” said Bob Yeager, Chief District Engineer for KYTC, District 6. “Our team has taken that information, applied best practice industry standards for evaluating roadway alternatives and we are now ready to present a refined set of roadway corridors to the public for review.”

Yeager added that the revised alternatives are broad 2,000-foot wide corridors; they are not exact roadway alignments with defined locations or specific impacts.

A new roadway project typically advances through the following phases:

- Planning



- Preliminary Engineering and Environmental Evaluation
- Design
- Right of Way and Utility Coordination
- Construction

The Northern Kentucky Outer Loop Study is part of the planning phase.

The project goals of the current study are to:

- Provide economic development opportunities;
- Enhance regional mobility;
- Improve safety;
- Provide a cost-effective, constructible transportation solution;
- Provide the Kentucky portion of a future Cincinnati Eastern Bypass; and
- Remain sensitive to local resources.

Detailed maps and additional information about the study process are available at [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org). The website offers users visual information, study background and public involvement tools to provide feedback to KYTC and to support outreach within local communities.

### ***About the Northern Kentucky Outer Loop Study***

*Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties.*

*Access from the AA Highway to I-71 and I-75 is essential to this growth.*

###

## STAKEHOLDER MEETING #3

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The third and final stakeholder meeting was held on Feb. 24, 2020, for stakeholders to review updated study material and provide feedback.

### Meeting Overview:

The objective of the third meeting was to provide an update on the status of the study, discuss next steps, and provide a forum for stakeholders to provide feedback.

The meeting was facilitated by Stantec and though a formal presentation was given, the meeting was conducted in a conversational format to allow for questions, comments, and concerns to be shared throughout the discussion.

Approximately 20 people attended the March 8 meeting. Sign-in sheets from the meeting are included in Appendix B: Meeting Sign-In Sheets.

The study team maintained the project email account, which received nine comments between March 7 – Apr. 25. Comments continued to reflect a broad spectrum of opinions, including support for consideration of a potential outer loop, as well as strong feelings against any new construction. Some feedback indicated distrust for decision makers and others conveyed their sense that new construction would result in unwanted growth and more congestion. Other respondents suggested there should be an Ohio-based solution to increasing traffic.

### Notification and Outreach:

The invitation to stakeholders was prepared by the project team and distributed from Bob Yeager's office on Feb. 10.

Stakeholder Invitation:

### **E-mail subject line:**

NKY Outer Loop Study Update Scheduled for Feb. 24 – Response Needed

### **E-mail message:**

The Northern Kentucky Outer Loop Study project team has scheduled a Stakeholder Meeting to provide an update on the status of the current study and related next steps.

**Our next Stakeholder Meeting will take place on Monday, Feb. 24, 2020, from 9:30 a.m. – 11:00 a.m.**

**NKY Outer Loop Study  
Stakeholder Meeting #3**  
The Northern Kentucky Area Development District (NKADD)  
22 Spiral Drive  
Florence, KY 41042

Please R.S.V.P. to [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org) by Friday, Feb. 14, 2020.

Based on stakeholder feedback and additional analysis, our project team has refined the Level 2 Alternatives (attached) that were reviewed with you in 2019. Specifically:

- ✓ We developed cost estimates for all phases of project development related to each potential alignment (design, right of way, utility relocation and construction).
- ✓ We examined each corridor to look for segments of independent utility, i.e., portions of a particular route that could stand on its own and provide meaningful connections.
- ✓ We conducted a cost-benefit analysis for each potential alignment.
- ✓ We evaluated how each alignment would support future development and improve traffic within the project area.
- ✓ We performed field work to identify environmental features and sensitive resources in each corridor.
- ✓ We reviewed funding strategies and prepared a preliminary financial plan.

We are now ready to present this information.

#### Project Study Background:

Northern Kentucky is one of the fastest growing regions in the Commonwealth. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present. Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Local stakeholders will play a critical role in developing these potential roadway alternatives and in helping to solicit public feedback throughout the study process. No decisions regarding specific, narrowly-defined roadway alignments have been made and local input will help to shape next steps.

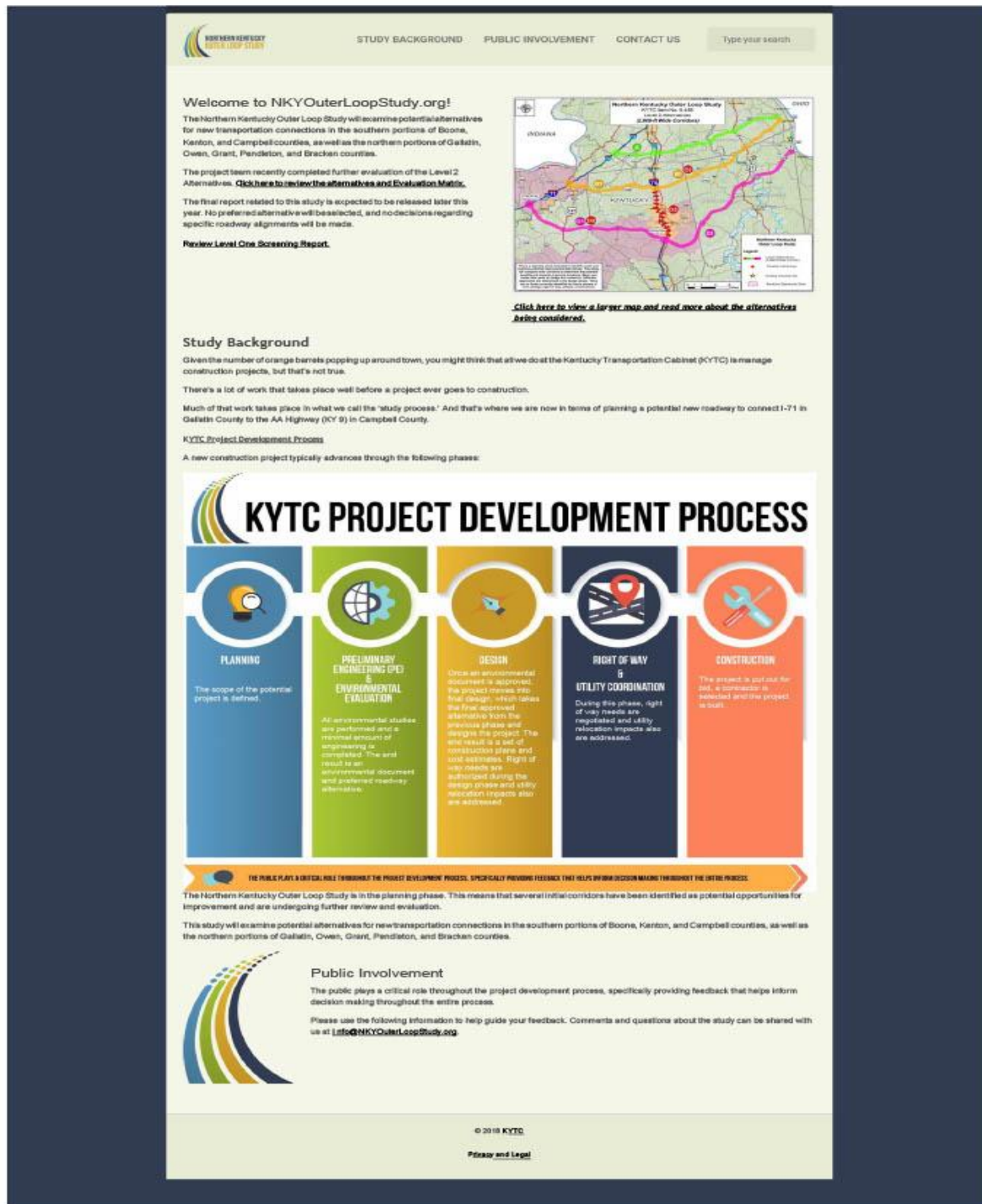
# # #

All study-related materials, including the Level 2 Alternatives map and Evaluation Matrix, were posted to [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) for public review and comment.

As of the writing of this document, public notification about the final study report has not yet occurred.

# WEBSITE

NKYOuterLoopStudy.org was launched in late 2018 and continues to be operational. The website serves as a resource for study information and provides users an opportunity to contact the project team, ask questions, and provide feedback.



## STAKEHOLDERS

Email invitations to local stakeholders were distributed to the following individuals:

Last Name	Full Name	Affiliation
Koenig	Adam Koenig	KY State Rep District 69 (Boone, Kenton)
Whaley	Alan Whaley	Pendleton Co Magistrate District 1
Freeman	Allen Freeman	CBD
Cain	Angie Cain	DLG office of the Governor, NKY Field Rep
Woodruff	Barry Woodruff	Brown County (OH) Commissioner
Hull	Betty Hull	Rasor
Mitchell	Bill Mitchell	Pendleton Co Econ Development
Matthews	Billy Matthews	District Field Director, Rand Paul (US Senator for KY)
Porter	Bob Porter	District Field Director, Thomas Massie (KY US Representative)
Porter	Bob Porter	District Field Director, Thomas Massie (KY US Representative)
Yeager	Bob Yeager	KYTC D6 Chief District Engineer
Cooper	Brent Cooper	NKY Chamber President & CEO
Aldridge	Brian Aldridge	Stantec
Baldrige	Brian Baldrige	OH State Rep District 90 (Adams, Scioto, Lawrence)
Meade	Brian Meade	AECOM
Brown County Commissioners		
Brown	Brown, Larry (DLG)	
Miller	Bryan Miller	Union City Commissioner
Miller	Bryan Miller	
Wheatley	Buddy Wheatley	KY State Rep District 65 (Kenton)
Ellis	Casey Ellis	Judge Executive, Owen Co
Courtney	Chris Courtney	Boone Co Business Support and Community Relations Coordinator
McDaniel	Christian McDaniel	KY State Senator District 23 (Kenton)
Dills	Chuck Dills	Judge Executive, Grant Co
Thayer	Damon Thayer	KY State Senator District 17 (Grant, Kenton, Scott)
Cahill	Dan Cahill	NKY Chamber Board Chair
Speigel	Dani Speigel	Monroe Township (OH) Administrator
Jowers	Darlene Jowers	Monroe Township (OH) Trustee
Smith	Darrell A Smith	AECOM
Gray	Daryll Gray	Brown County (OH) Commissioner
Fields	David Fields	Judge Executive, Pendleton Co

Painter	David Painter	Clermont County (OH) Commissioner
Spaulding	David Spaulding	Turner, Vice President & General Manager
Keene	Dennis Keene	DLG office of the Governor, Commissioner
Green	Doug Green	OH State Rep District 66 (Brown, Clermont)
Forder	Dwain Forder	Monroe Township (OH) Trustee
Humphrey	Ed Humphrey	Clermont County (OH)
Massey	Ed Massey	KY State Rep District 66 (Hebron)
Dulaney	Eric Dulaney	Union City Commissioner
Fawley	Gael Fawley	Clermont County
Kuhnhein	Garth Kuhnhein	
Moore	Gary Moore	Boone Co Judge Executive
Hardin	Glenn Hardin	Stantec
Fischer	Greg Fischer	Fischer Homes
Roberts	Greg Roberts	New Richmond (OH) Administrator
Tomlinson	Harold Tomlinson	Judge Executive, Carroll Co
Baker	Jamie Baker	Grant Co Chamber/ Econ Dev/Tourism
Earlywine	Jeff Earlywine	Boone Co Administrator
Thelen	Jeff Thelen	NKADD Facilities Management
Evans	Jeremy Evans	Clermont County (OH) Engineer
Ramage	Jeremy Ramage	Union City Commissioner
Meyer	Jill Meyer	Cincinnati USA Regional Chamber, President & CEO
Fischer	Joe Fischer	KY State Rep District 68 (Campbell)
Shriver	Joe Shriver	Kenton Co Administrator
Uecker	Joe Uecker	
Becker	John Becker	OH State Rep District 65 (Clermont, Union Township)
Mefford	John Mefford	Union City Commissioner
Schickel	John Schickel	KY State Senator District 11 (Boone)
Stanton	John Stanton	Fischer Homes
Plummer	Joshua Plummer	Pendleton Co Magistrate District 2
Carroll	Julian Carroll	KY State Senator District 7 (Anderson, Franklin, Gallatin, Owen, Woodford)
Finan	Karen Finan	Northern Kentucky Regional Alliance
McFarland	Ken McFarland	
Banta	Kim Banta	KY State Rep District 63 (Boone, Kenton)
Moser	Kimberly Moser	KY State Rep District 64 (Campbell, Kenton)
Knochelman	Kris Knochelmann	Judge Executive, Kenton Co
Baldwin	Kristin Baldwin	NKY Chamber VP Public Affairs & Communications
Robinson	Larry Robinson	Campbell Co
Crume	Lee Crume	TRI-ED President & CEO
Harper	Len Harper	Stantec
Carter	Lindsay Carter	KYTC

Cooper	Lisa Cooper	NKADD Executive Director
Hart	Mark Hart	KY State Rep District 78 (Harrison, Pendleton, Scott)
Hart	Mark Hart	KY State Rep District 78 (Harrison, Pendleton, Scott)
Policinski	Mark Policinski	OKI CEO
VanSant	Matt VanSant	Clermont Co (OH) Chamber, President & CEO
Webster	Matthew Webster	Boone Co Assistant County Administrator
Bankemper (McCain)	Megan (McCain) Bankemper	District Field Director, Mitch McConnell (US Senator for KY)
Sandfoss	Meghan Sandfoss	NKADD Public Administration & Community Develop.
Bezold	Mike Bezold	KYTC D6 Branch Manager - Project Development & Design
Haddix	MJ Haddix	Gallatin Co Magistrate
Powell	Nancy Powell	Grant Co Public Library, Outreach Coordinator
Wood	Nancy Wood	KYTC D6 Public Information Officer
Hendrix	Nick Hendrix	Kenton Co Public Works Director
Kelly	Nick Kelly	Pierce Township (OH) Trustee
Conrad	Pat Conrad	Grant Co Deputy Judge
Hornback	Paul Hornback	KY State Senator District 20 (Carroll, Henry, Jefferson, Shelby, Trimble)
Verst	Paul Verst	Verst Logistics, Chairman/Chief Executive Officer
Metz	Pete Metz	Cincinnati Regional Chamber, Transportation Policy & Coalition Manager
Pratt	Phillip Pratt	KY State Rep District 62 (Fayette, Owen, Scott)
Creager	Rachelle Creager	TRI-ED Administrative Project Manager
Thompson	Rebecca Thompson	QK4, Project Manager
Sutherland	Richard Sutherland	Stantec
Mineer	Rick Mineer	Pendleton Co Magistrate District 4
Rand	Rick Rand	KY State Rep District 47 (Carroll, Gallatin, Henry, Trimble)
Skinner	Rick Skinner	City of Williamstown Mayor
Koehler	Robert Koehler	OKI Deputy Executive Director
Simpson	Robin Simpson	Grant Co Chamber of Commerce President
Simpson	Robin Simpson	Grant Co Chamber
Morris	Ryan Morris	Judge Executive, Gallatin Co
Santoro	Sal Santoro	KY State Rep District 60 (Boone)
Maddox	Savannah Maddox	KY State Rep District 61 (Boone, Grant, Kenton, Scott)

Maddox	Savannah Maddox	
Sedmak	Scott Sedmak	St Elizabeth Healthcare, Director of Community Relations
Miles	Shelby Miles	Carroll Co Community Development Corporation, KIEDA, Executive Director
Hans	Stacee Hans	KYTC D6
DeWitte	Steve De Witte	KYTC Co Planning
Pendery	Steve Pendery	Judge Executive, Campbell Co
Wilson	Steve Wilson	OH Senate District 7 (E. Hamilton County, Warren)
Nimersheim	Susan Nimersheim	Grant Co Public Library, Director
Kelly	Taylor Kelly	QK4, President
Johnson	Terry Johnson	OH Senate District 14 (Clermont, Brown, Adams, Scioto)
Applegate	Tom Applegate	Brown County (OH) Commissioner
Brinkman	Tom Brinkman	OH State Rep District 27 (E. Hamilton County)
Olds	Tom Olds	Former OC Judge Exec
Peck	Tom Peck	Monroe Township (OH) Trustee
Woodyard	Travis Woodyard	
Grayson	Trey Grayson	Frost Brown Todd
Sponcil	Wayne Sponcil	
Schroder	Wil Schroder	KY State Senator District 24 (Bracken, Campbell, Pendleton)
Weber	Will Weber	Campbell Co Economic Progress Authority



## MEDIA COVERAGE SUMMARY

Rasor was engaged to conduct proactive media relations to inform the public about public engagement opportunities as the Northern Kentucky Outer Loop Study process evolved. The following report outlines the coverage resulting from those efforts.

In total, there were 15 print and digital stories about the study. Coverage also was achieved on three Cincinnati broadcast television networks (WCPO, WKRC, WXIX). This resulted in placement of print/digital stories on websites with average monthly unique visitors of 688,475, and 96,190 viewers for broadcast stories.


### Broadcast

Date/Time	Source	Excerpt	Audience
5/22/19	<a href="#">WCPO</a>	<p>The Kentucky Transportation Cabinet is looking at several routes citing northern Kentucky as one of the fastest changing regions in the Commonwealth. The Northern Kentucky Outer Loop Study is examining easier ways for traffic to get from east to west.</p> <p>The \$2 million Northern Kentucky Outer Loop Study has asked that question and many more as part of the planning phase for the project. The idea is to generate better traffic flow and economic development opportunities with the addition of an east-west connector.</p>	78,104
3/3/20	<a href="#">Local12</a>	<p>After a morning of traffic headaches in Northern Kentucky Tuesday comes word of a proposal that could ease congestion.</p> <p>The state transportation cabinet is proposing an outer loop that would connect the AA Highway and I-71.</p> <p>This connector would be built south of I-275. The state says it would cost an estimated \$2 billion.</p> <p>The cabinet has not made a decision about pushing ahead with the project.</p>	18,086
TOTAL BROADCAST REACH			96,190

### Social Media


Date	Source	Preview	Followers
3/5/20	<a href="#">Kentuckian News</a>	<p>"Northern Kentucky Outer Loop Study"</p> <p>The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern</p>	3.8K

		portions of Boone, Kenton, and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton, and Bracken counties.	
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Kentuckiana News

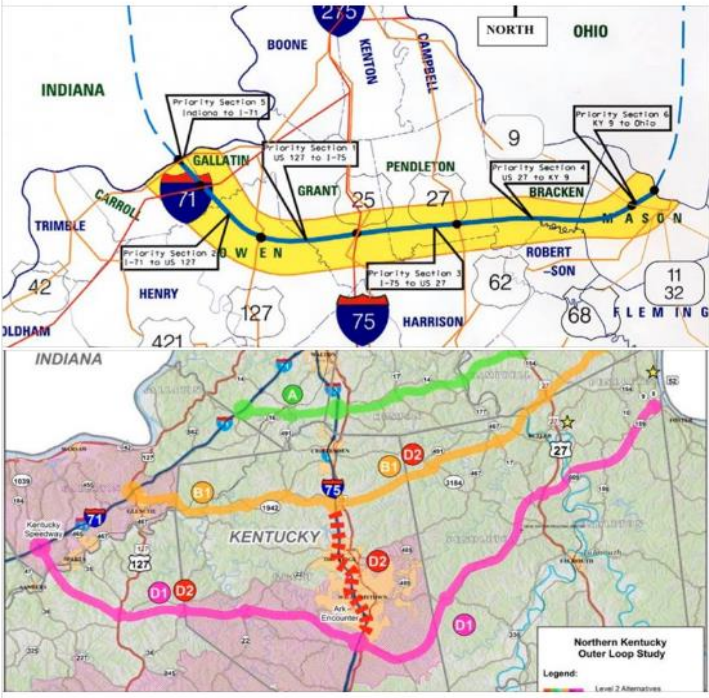
about 4 months ago






“Northern Kentucky Outer Loop Study”

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton, and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton, and Bracken counties.

The project team recently completed further evaluation of the Level 2 Alternatives. Click here to review the alternatives and Evaluation Matrix.... See More



 1
  Comment
  3

## Print/Digital

Date	Source	Headline	Avg. Monthly Website Unique Visitors
12/20/18	<a href="#">Kentucky Today</a>	Transportation officials seek public input on Northern KY outer loop	61,020
12/21/18	<a href="#">Kentucky Infrastructure Coalition</a>	Kentucky Today: Transportation officials seek public input on Northern Ky outer loop	8
12/21/18	<a href="#">Northern KY Tribune</a>	Transportation officials revisit proposal for outer loop around Northern Kentucky — to seek public input	1,693

12/21/18	<a href="#">Cincinnati Enquirer</a>	New road: NKY explores an Outer Loop and seeks feedback	124,012
12/26/18	<a href="#">Eagle Country Online</a>	KYTC Considers Outer Loop Around NKY	3,701
12/30/18	Owenton News-Herald	Transportation officials seek public input on NKY outer loop* <i>Republished story from Kentucky Today</i>	2,500
3/21/19	<a href="#">Kentucky Today</a>	Update given on Northern Ky. Outer Loop project	61,020
5/22/19	<a href="#">WCPO</a>	Where would an intrastate outer loop go in Northern Kentucky?	78,104
5/24/19	<a href="#">B105</a>	Where would an interstate outer loop go in Northern Kentucky?	11,850
10/18/19	<a href="#">Dayton Daily News</a>	Warren County officials fear potential \$6B Cincinnati bypass	109,595
1/18/20	<a href="#">Dayton Daily News</a>	ODOT report: \$7B Cincinnati Eastern Bypass should not be built	74,525
1/21/20	<a href="#">Fox 19</a>	ODOT study: Cincinnati Eastern Bypass is a no-go. What's next for the Brent Spence Bridge alternative?	28,056
3/2/20	<a href="#">Cincinnati Enquirer</a>	Study: Northern Kentucky outer highway loop could cost \$2 billion	127,130
3/5/20	<a href="#">Eagle Country Online</a>	KYTC Considers Outer Loop Around NKY	5,261
3/12/20	<a href="#">Kenton Recorder</a>	Northern Kentucky outer loop could cost \$2B <i>Republished story from Cincinnati Enquirer</i>	
TOTAL PRINT/DIGITAL REACH			688,475

# KentuckyToday

Transportation officials seek public input on Northern KY outer loop

By TOM LATEK December 20, 2018

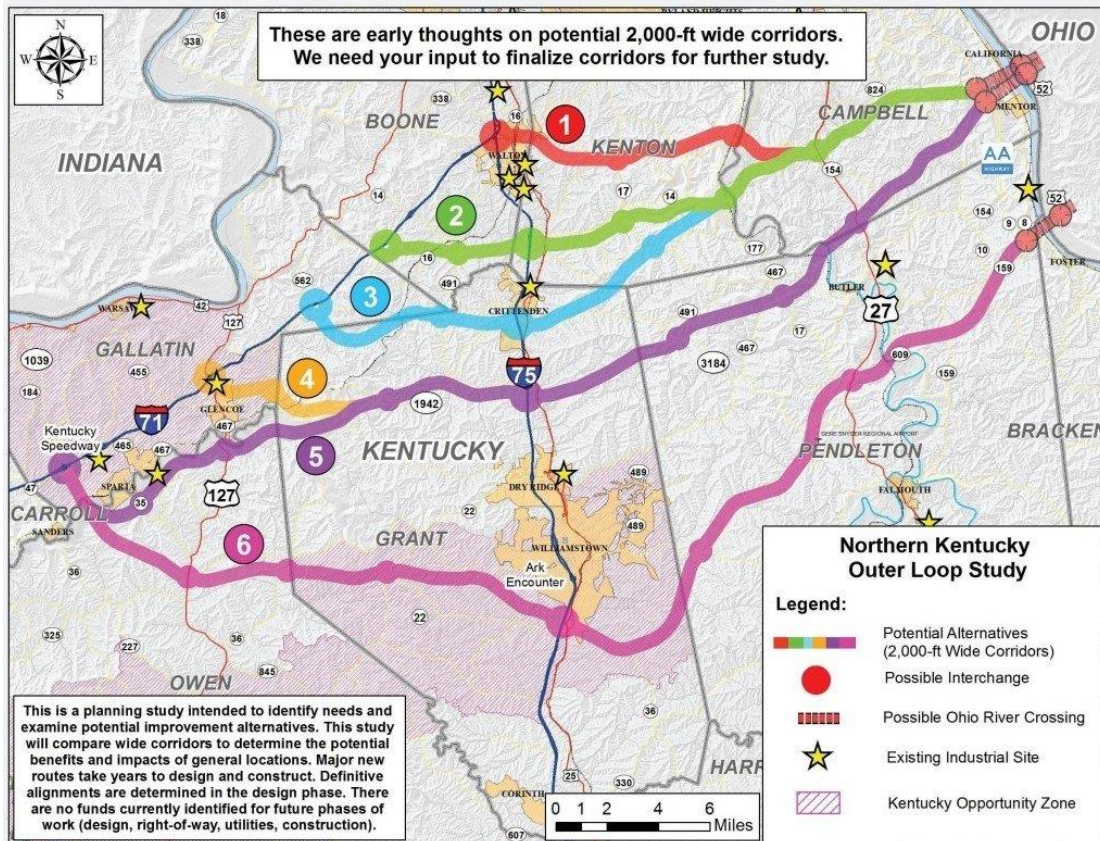


Figure 1The Kentucky Transportation Cabinet is gathering public comment regarding new transportation options for those who travel throughout Northern Kentucky. (Kentucky Transportation Cabinet)

COVINGTON, Ky. (KT) – A proposal for an outer loop around Northern Kentucky, which was first floated in the 1990s, is being revived.

The Kentucky Transportation Cabinet has launched a new website to gather public comment regarding new transportation options for those who travel throughout Northern Kentucky.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties, specifically potential east-west alternatives that connect I-71 and the AA Highway (KY 9).

“The public will play a critical role in the KYTC study process by reviewing our early information on potential roadway concepts and providing us with feedback,” said Bob Yeager, Chief District Engineer for KYTC, District



6, which covers northern Kentucky. “Our team is currently studying potential improvements that would create additional transportation options and stimulate economic development within our region, but we need the public to weigh in as we move throughout our study process.”

There are six potential corridors as shown on the accompanying map.

Alternative 1 is the shortest and would stretch approximately 20.5 miles, from the existing I-71/75 interchange in Boone County, to the AA Highway near milepost 2.6 in Campbell County.

The longest is Alternative 6, which would run 48.4 miles, from I-71 near the Kentucky Speedway in Gallatin County, through Owen, Grant and Pendleton counties, to the AA Highway, near the Pendleton-Bracken County line.

A new road project typically advances through the following phases: planning, preliminary engineering and environmental evaluation, design, right of way and utility coordination, and finally construction.

The Northern Kentucky Outer Loop Study is part of the planning phase. The study’s scope will include:

- Forecast traffic volumes of potential roadway alternatives
- Evaluate the impact of potential roadway alternatives on surrounding routes
- Define socioeconomic impacts and benefits
- Develop initial right of way, utility relocation and construction cost estimates
- Perform a financial study and review funding options
- Identify environmental features and impacts
- Receive public input

The Transportation Cabinet says there is a good reason for the study. “Northern Kentucky is one of the fastest growing regions in the state. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present.

“Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth,” officials said.

According to the website Kurumi.com, there was an even more ambitious proposal, including Kentucky, Indiana and Ohio, more than two decades ago. It was even given a proposed designation of I-875.

“A proposed \$1.6 billion, 225-mile outer beltway around Cincinnati, concentric with I-275. The proposed route would pass through Brown County, Ohio, crossing into Kentucky via the new Maysville-Aberdeen bridge, along KY-9 near Brooksville, then intersecting the cities of Falmouth in Pendleton County, Williamstown in Grant County, Owenton in Owen County, through Carroll County and into Gallatin County. The road would connect with the Markland Dam near Warsaw before crossing into Indiana,” states the website. “There has not been much buzz about this route since 1997, however.”

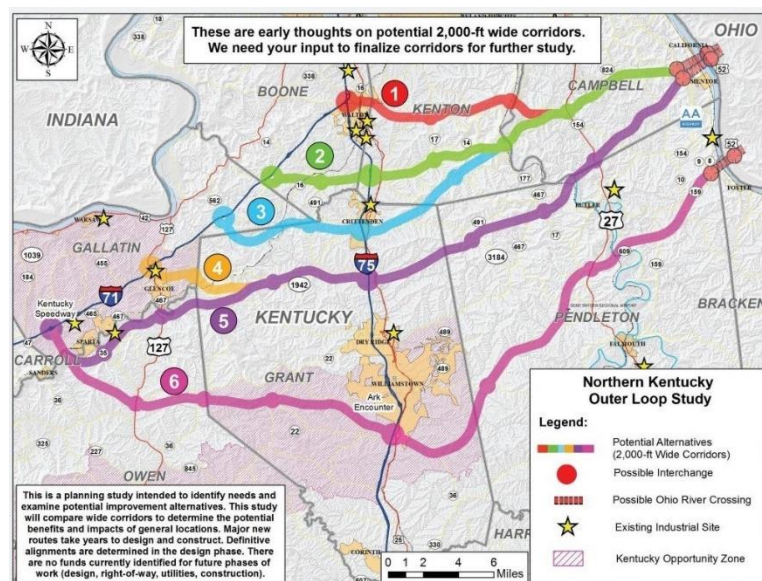
The current Northern Kentucky Outer Loop Study does not include segments in Indiana and Ohio.

To find out more about the new study and to provide input, log onto <https://nkyouterloopstudy.org/>.



## From Kentucky Today: Transportation officials seek public input on Northern KY outer loop

Chad LaRue December 21, 2018



COVINGTON, Ky. (KT) – A proposal for an outer loop around Northern Kentucky, which was first floated in the 1990s, is being revived.

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counties, specifically potential east-west alternatives that connect I-71 and the AA Highway (KY 9).

“The public will play a critical role in the KYTC study process by reviewing our early information on potential roadway concepts and providing us with feedback,” said Bob Yeager, Chief District Engineer for KYTC, District 6, which covers northern Kentucky. “Our team is currently studying potential improvements that would create additional transportation options and stimulate economic development within our region, but we need the public to weigh in as we move throughout our study process.”

There are six potential corridors as shown on the accompanying map.

Alternative 1 is the shortest and would stretch approximately 20.5 miles, from the existing I-71/75 interchange in Boone County, to the AA Highway near milepost 2.6 in Campbell County.

The longest is Alternative 6, which would run 48.4 miles, from I-71 near the Kentucky Speedway in Gallatin County, through Owen, Grant and Pendleton counties, to the AA Highway, near the Pendleton-Bracken County line.

A new road project typically advances through the following phases: planning, preliminary engineering and environmental evaluation, design, right of way and utility coordination, and finally construction.

Read more [here](#).

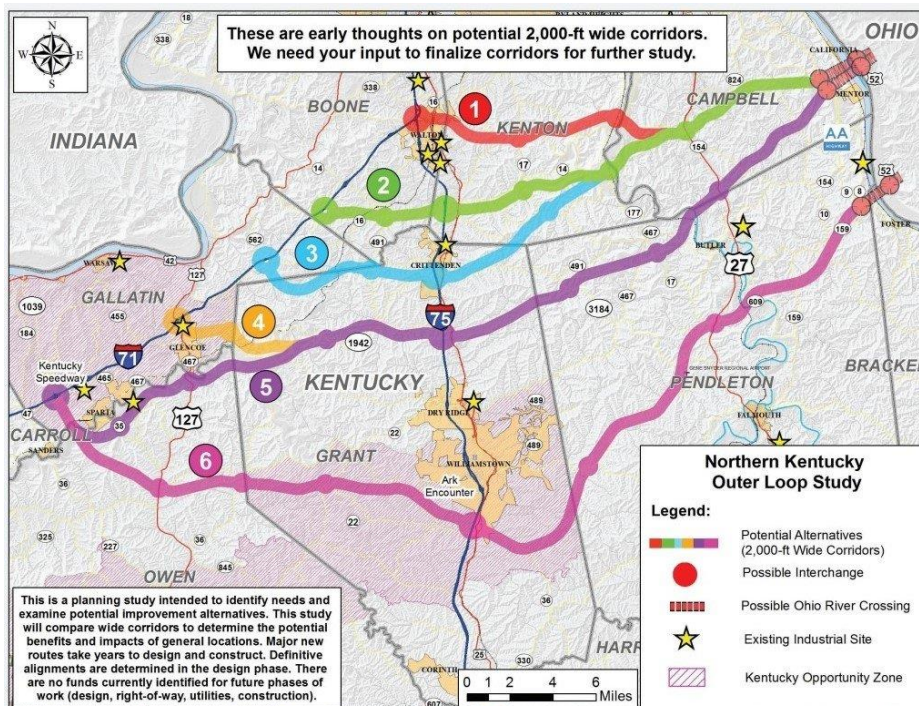
## Transportation officials revisit proposal for outer loop around Northern Kentucky — to seek public input

By TOM LATEK December 21, 2018

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A new road project typically advances through the following phases: planning, preliminary engineering and environmental evaluation, design, right of way and utility coordination, and finally construction.



The Northern Kentucky Outer Loop Study is part of the planning phase.

**The study’s scope will include:**

- **Forecast** traffic volumes of potential roadway alternatives
- **Evaluate the impact** of potential roadway alternatives on surrounding routes
- **Define socioeconomic** impacts and benefits
- **Develop initial right of way**, utility relocation and construction cost estimates
- **Perform a financial study** and review funding options
- **Identify environmental** features and impacts
- **Receive** public input.

The Transportation Cabinet says there is a good reason for the study.

“Northern Kentucky is one of the fastest growing regions in the state. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present.

“Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth,” officials said.

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The current Northern Kentucky Outer Loop Study does not include segments in Indiana and Ohio.

To find out more about the new study and to provide input, go to <https://nkyouterloopstudy.org/>.

Send comments and questions to [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org)

### New road: NKY explores an Outer Loop and seeks feedback

By [Melissa Reinert](#) December 21, 2018



*Figure 2 View of Covington skyline from Devou Park overlook. Enquirer File Photo*

The Kentucky Transportation Cabinet (KYTC) has launched [NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) – a new public involvement tool to encourage feedback regarding new transportation options for those who travel throughout Northern Kentucky.

The Northern Kentucky Outer Loop Study will examine potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Potential east-west alternatives that connect Interstate 71 and the AA Highway are among the options.

No decisions regarding specific roadway alignments have been made and local input will help to shape the next steps.

“The public will play a critical role in the KYTC study process by reviewing our early information on potential roadway concepts and providing us with feedback,” said Bob Yeager, chief district engineer for District 6.

“Our team is currently studying potential improvements that would create additional transportation options and stimulate economic development within our region, but we need the public to weigh in as we move throughout our study process.”

A new roadway project typically advances through the following phases:

- Planning
- Preliminary engineering and environmental evaluation
- Design
- Right of way and utility coordination
- Construction

The Northern Kentucky Outer Loop Study is part of the planning phase.

The scope of the current study is to:

- Forecast traffic volumes of potential roadway alternatives;
- Evaluate the impact of potential roadway alternatives on surrounding routes;
- Define socioeconomic impacts and benefits;
- Develop initial right of way, utility relocation and construction cost estimates;
- Perform a financial study and review funding options;
- Identify environmental features and impacts;
- and Receive public input.

[NKYOuterLoopStudy.org](http://NKYOuterLoopStudy.org) offers users visual information, study background and public involvement tools to provide feedback to KYTC and to support outreach within local communities.



## KYTC Considers Outer Loop Around NKY

By Travis Thayer December 26th, 2018

Road construction projects and consistently heavy traffic have officials thinking about creating additional roads.

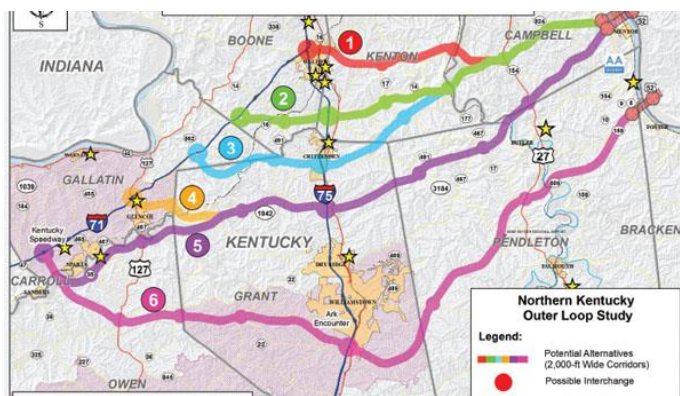


Figure 3 Photo by the Kentucky Transportation Cabinet.

(Boone County, Ky.) – Routinely heavy traffic and road construction in northern Kentucky has transportation officials thinking about potential alternatives for new transportation connections.

The Kentucky Transportation Cabinet has launched a new website to gather public comment about an outer loop around northern Kentucky.

The outer loop would provide alternative routes for drivers in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

Transportation officials say the outer loop would specifically focus on east and west alternatives that connect drivers to Interstate 71 and the AA Highway.

The KYTC says its development process will include five stages: planning, preliminary engineering and environmental evaluation, design, right of way and utility coordination, and construction.

The public will play a critical role throughout the project development process by providing feedback that helps inform decision making throughout the entire process.

Comments and questions about the study can be shared at [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org).



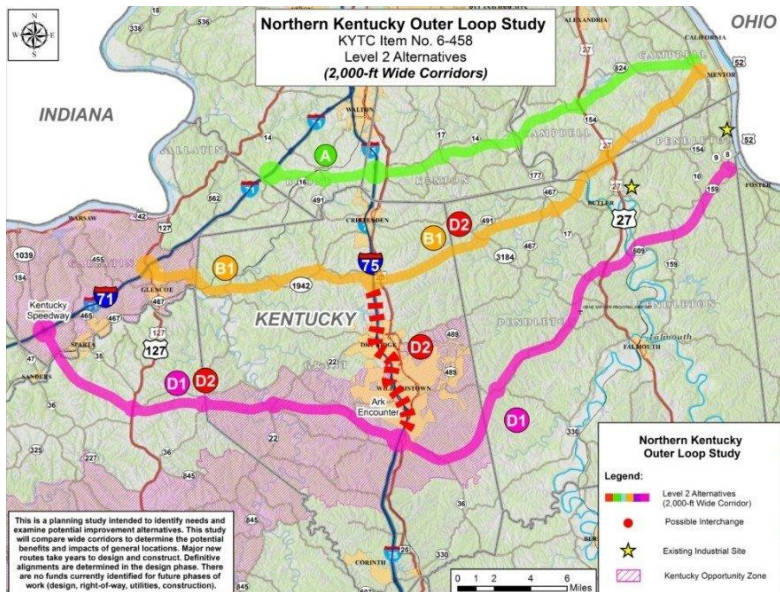
# KentuckyToday

Update given on Northern Ky. Outer Loop project

By TOM LATEK March 21, 2019

FRANKFORT, Ky. (KT) - The Kentucky Transportation Cabinet issued an update Wednesday on the planned Northern Kentucky Outer Loop project.

Four potential alternatives to enhance economic opportunity, improve safety and support changing traffic needs throughout Northern Kentucky have been released and will undergo further study. These revised alternatives follow the evaluation of six alternatives that were released to the public for review in December 2018.



The Northern Kentucky Outer Loop Study is examining potential alternatives for new transportation connections in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties, specifically potential east-west alternatives that connect Interstate-71 and the AA Highway (KY 9).

At this point, no decisions regarding specific roadway alignments have been made and local input will help to shape next steps.

“Since we launched this study last year, the public has played a critical role in the KYTC study process by reviewing our early information on potential

roadway concepts and providing us with feedback,” said Bob Yeager, Chief District Engineer for KYTC, District 6. “Our team has taken that information, applied best practice industry standards for evaluating roadway alternatives and we are now ready to present a refined set of roadway corridors to the public for review.”

Yeager said the revised alternatives are broad 2,000-foot wide corridors; they are not exact roadway alignments with defined locations or specific impacts.

The project is still in the planning phase, the first of six steps until completion. That is followed by preliminary engineering and an environmental evaluation, design, right of way and utility coordination, before construction begins.

The project goals are to provide economic development opportunities; enhance regional mobility; improve safety; provide a cost-effective, constructible transportation solution; provide the Kentucky portion of a future Cincinnati Eastern Bypass; and remain sensitive to local resources.

The Transportation Cabinet says northern Kentucky is one of the fastest-growing regions in the state. Significant commercial and residential development is occurring in Boone, Kenton and Campbell counties. The region has excellent interstate access through I-71, I-75, I-275 and I-471. Major north-south routes such as US 27, US 127 and the AA Highway (KY 9) are also present.

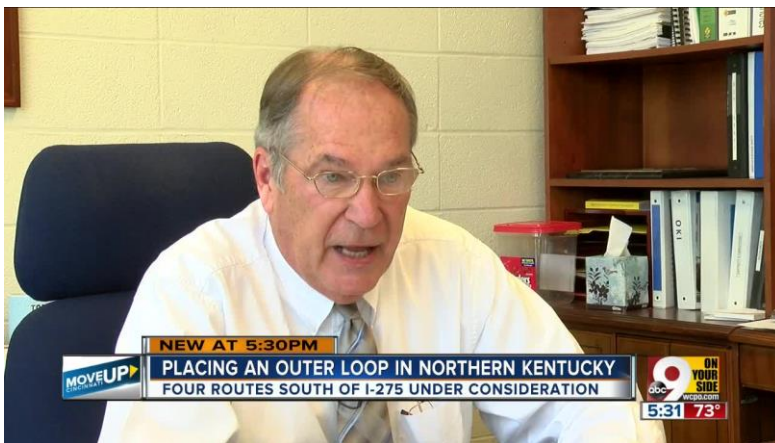
Missing, though, is adequate east-west access south of I-275. This hampers future economic growth outside of the three northernmost counties. Access from the AA Highway to I-71 and I-75 is essential to this growth.

## Where would an intrastate outer loop go in Northern Kentucky?

An outer loop highway, somewhere south of I-275 in northern Kentucky, may come to fruition after years of speculation.

By: [Lisa Smith](#) May 22, 2019

COVINGTON, Ky. — An outer loop highway, somewhere south of I-275 in northern Kentucky, may come to fruition after years of speculation.



The Kentucky Transportation Cabinet is looking at several routes citing northern Kentucky as one of the fastest changing regions in the Commonwealth. [The Northern Kentucky Outer Loop Study](#) is examining easier ways for traffic to get from east to west.

"Most of our major roads in this area run north-south," said Bob Yeager, chief engineer for the Kentucky Transportation Cabinet District 6. He noted that U.S. 25, U.S. 27, Interstate 71 and Interstate 75 are all north-south arteries.

"If you're looking at connections, the best way to do that is some kind of connection to connect those all together," Yeager said. "And, where do you do that?"

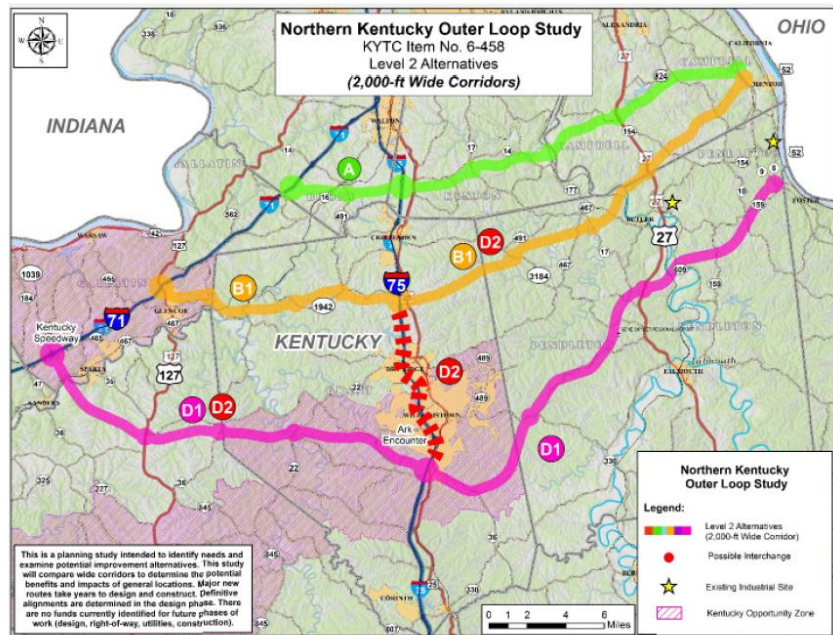
The \$2 million Northern Kentucky Outer Loop Study has asked that question and many more as part of the planning phase for the project. The idea is to generate better traffic flow and economic development opportunities with the addition of an east-west connector.

"If you're looking for something for the future, you certainly ought to be looking at a concept that's 20-30 miles from the downtown point," Yeager said.



Meetings have already been held with public officials from various municipalities and agencies in Boone, Kenton, Campbell, Gallatin, Owen, Grant, Pendleton and Bracken counties to get their feedback on different route alternatives. They started out with seven route proposals and narrowed them to these four:

- The green route: starts south of Walton through Boone, Kenton and Campbell counties
- The yellow route: starts south Crittenden through Gallatin, Grant, Pendleton and Campbell counties
- The pink/yellow route: starts near the Kentucky Speedway connects to I-75 and crosses through Pendleton and Campbell counties
- The pink only route: starts near the Kentucky Speedway travels through Gallatin, Owen, Grant and Pendleton counties



The cost analyses for the routes range from \$1 billion to nearly \$1.5 billion. Each route begins along I-71 and ends along the AA Highway (Kentucky 9). Ending along the AA Highway was also done to allow for a future bridge across the Ohio River.

"The one thing we would have to consider jointly (with Ohio) would be where the (Ohio River) crossing would be," Yeager said.

He added that the information from the study has also been shared with Ohio officials. Communities and counties east of downtown Cincinnati have talked for years about developing an eastern bypass as an alternative to the current bridges over the Ohio River.

The outer loop study does not specifically determine where the highway will be built. But, Yeager said there are no discussions about demolishing anything in the path of roadway.

"We're nowhere close to any of those kinds of things in a concept like this," he said. But, the concept does work with the idea of a 2,000-foot wide corridor.

## Warren County officials fear potential \$6B Cincinnati bypass

By Lawrence Budd October 18, 2019

Transportation officials in Ohio and Kentucky are continuing to study the possibility of building a new highway crossing the Ohio River from northern Kentucky, around Cincinnati and continuing across Interstate 71 south of Lebanon to Interstate 75 in Franklin. Projections are that the proposed road - dubbed the Cincinnati Eastern Bypass - would cost as much as \$6 billion to build. The size, cost and potential impact of the project have led some critics, including Warren County Engineer Neil Tunison, to call for the studies themselves to be cancelled. Tunison said the project is unnecessary and would take funding away from other needed local projects like widening existing local roads, such as Ohio 63 as it heads east from I-75 toward Lebanon.

"The Eastern Bypass would provide locally a north-south connection into Clermont County that does not in my opinion require a major roadway being proposed. I would prefer seeing funding used for a bypass going to improve the Brent Spence bridge," Tunison said.

The bypass idea came out of discussions several years ago of how to relieve traffic congestion across the Brent Spence Bridge over the Ohio River in downtown Cincinnati. Now it is viewed as a separate potential project, according to officials. Promotion of the bypass has been led by the owners of Kentucky-based Fischer Homes and "The Citizens for the Cincy Eastern Bypass," a diverse group of political and business leaders, and other citizens across the greater Cincinnati region," according to the group's web site.

The Ohio Department of Transportation (ODOT) responded to requests for a map of the proposed route with one on the group's web site.

"We support the immediate planning and construction of the Cincy Eastern Bypass because of its very high regional transportation and economic value. As part of the Brent Spence corridor solution, we believe that it is a vital project for my community that must be built now."

The Ohio study is being conducted internally by ODOT. The Ohio study was mandated in April as part of the two-year state transportation budget, which sets aside \$7.9 billion for transportation projects across the state.

By the end of this year the budget calls for ODOT to report to Ohio legislators on Kentucky's study of the proposed highway, as well as details on coordination between the states' transportation officials and "next steps the Ohio Department of Transportation is taking or needs to take to coordinate with the Kentucky Transportation Cabinet to plan and construct the Eastern Bypass."

Last week, ODOT Press Secretary Matt Bruning said the report would include a recommendation to state lawmakers on the viability and cost, as well as a map or maps. He said earlier estimates projected costs of more than \$5 billion in Ohio.

In comparison, Bruning said ODOT's statewide budget for projects between June 2019 and July 2020 totaled \$2.1 billion. He put the projected cost of Brent Spence Bridge improvements at \$2 billion to \$3 billion.

The Kentucky Transportation Cabinet is in the midst of a \$2 million study of the "[Northern Kentucky Outer Loop](#)." So far the study has narrowed the proposed route to four alternatives and projected costs of \$1 billion or more for the Kentucky section. The Kentucky study is being conducted by a global transportation consulting firm called Stantec. Mark Policinski, CEO for the Ohio Kentucky Indiana Regional Council of Governments (OKI), welcomed the studies.

"People can have their opinions. What we need are some facts and figures," Policinski said.

"If this is pushed out 30 years, the cost could be more," he added.

The road would be constructed a problem for Lebanon, Lebanon Councilman Jeff Aylor said.

"It would currently come right along our western city limit and dramatically impact the access to the city," said Aylor in a response to the Dayton Daily News voter's guide for the upcoming election. The road as its envisioned now would pass through where Neil Armstrong Way heads north off Ohio 63, known as Main Street in Lebanon.

Steve Kaiser, a former Lebanon councilman running for the office again this fall, has also opposed the bypass.

State Rep. Tom Brinkman, R-Mount Lookout, said Warren County opposition was another example of "shortsightedness" that prevented extension of Ohio 129 from Hamilton across I-75 into Warren County.

Brinkman said he could see the bypass ending after crossing I-71, rather than continuing across Warren County to I-75. This would serve Amazon truck traffic from Wilmington to Lunken Airport in Cincinnati, he said.

If Kentucky Gov. Matt Bevin is reelected in November, Brinkman said Kentucky was likely to move ahead with planning for its part of the bypass. By putting the ODOT study in the transportation budget, Brinkman said he expected the two state transportation officials to work together.

"We're just trying to look ahead," he said. "We can't be shortsighted."

Brinkman said he suspected costs are "overestimated" and suggested the project costs could also be reduced

Brinkman said he was working on a state bill establishing alternative financing options, such as tolls or private partnerships, to pay for projects like the Cincinnati Eastern Bypass.

Brinkman also said "we need leadership," including Gov. Mike DeWine, to make the project happen.

## Warren County officials fear potential \$6B Cincinnati bypass

By Lawrence Budd October 18, 2019

By Lawrence Budd January 18, 2020



An Ohio Department of Transportation (ODOT) study has concluded no more money should be spent on a proposal to build a new highway between Warren County and Northern Kentucky — bypassing Cincinnati — but an area lawmaker says he is undeterred. A report on the proposed Cincinnati Eastern Bypass was mandated by Ohio lawmakers. It was issued Dec. 31 and concluded "it is ODOT's opinion that no further expenditures of funding and staff time be put toward" bypass idea. The 27-page ODOT study estimated the total project would cost from \$5.4 billion to \$7.3 billion, and it concluded that building it would have limited effect on traffic

crossing the Brent Spence Bridge over the Ohio River. State Rep. Tom Brinkman dismissed the report as the work of bureaucrats lacking vision.

"We need leadership and vision to make these things happen," Brinkman, R-Mount Lookout, said Thursday.

The proposed highway would loop 67 miles from Kentucky into Ohio and potentially cross both I-71 and end at I-75, near Franklin. It was first envisioned as a way of taking traffic off I-75 and the aging Brent Spence Bridge in downtown Cincinnati.

"The Study estimates a maximum of ten percent of traffic would divert from the Brent Spence Bridge in 2040 if a bypass was constructed," according to the report. "Completion of the Brent Spence Bridge Corridor project should be the priority." The Kentucky Transportation Cabinet continues to work on a planning study of its own and evaluate alternatives for its portion of the road.

The report estimates the cost of the Brent Spence Bridge Corridor project at \$2.6 billion.

Kentucky's northern outer loop study estimated the eastern bypass would cost up to \$5.3 billion — \$2 billion less than the ODOT estimate. The ODOT study indicated the bypass would result in "some regional traffic solutions and may enhance economic development opportunities."

Promotion of the bypass has been led by the owners of Kentucky-based Fischer Homes and ", " a diverse group of political and business leaders, and other citizens across the greater Cincinnati region," according to the group's web site.

There was no mention this week of the ODOT study on the citizen group's web site.

The ODOT report emphasized that the region has other transportation funding needs, including the I-75 corridor. It also warned of potential environmental damage, particularly if the project required the highway to cross the Little Miami River. The study identified more than 15 square miles of land that would be subject to "significant impacts to property and environmental resources."

The two states' transportation officials are expected to coordinate future discussions of the bypass. Since the report was delivered to the Ohio Assembly, there has been no official response from lawmakers, according to Matt Bruning, ODOT press secretary.

Brinkman said transportation technologies changing highway safety were more of an obstacle to the bypass coming to fruition than the ODOT study. He pointed to other billion-dollar infrastructure projects completed after leaders stepped forward.

"That's all the Eastern Bypass needs is leadership with vision," Brinkman said. "I don't know if I'm that leader or if there's a county commissioner in Warren County that's going to be that leader."

In 2015, Warren County Commissioner Tom Grossmann cast the lone vote against a county resolution opposing the bypass. He could not be reached for this story.

The other state representative in the area, Rep. Scott Lipps, R-Franklin, is opposed to the project. He said it would cut through farms and open up areas through which it passed to development.

"There's a rural lifestyle here," Lipps said, estimating 70 percent of more than 100 people in his district who have weighed in on the issue are opposed.

Lipps said he was unsure the overall view in the Ohio legislature, but suggested representatives from other rural districts should take his view, recognizing "it could happen someday" where they live.

"I'm extremely worried about this. If there is more discussion of this, I expect to have a voice," Lipps said. Last fall, Warren County Engineer Neil Tunison questioned the need for the bypass and suggested the money to go the Brent Spence Bridge project.

"The Eastern Bypass would provide locally a north-south connection into Clermont County that does not in my opinion require a major roadway being proposed. I would prefer seeing funding used for a bypass going to improve the Brent Spence bridge," Tunison said.

Last fall, Mark Policinski, CEO for the Ohio Kentucky Indiana Regional Council of Governments (OKI), welcomed the study.

"People can have their opinions. What we need are some facts and figures," Policinski said. "If this is pushed out 30 years, the cost could be more," he added.

This week, OKI was still reviewing the ODOT report and had no comment, according to Lorrie Platt, the regional council's director of communications and legislative affairs.





## ODOT study: Cincinnati Eastern Bypass is a no-go. What's next for the Brent Spence Bridge alternative?

By **Jessie Balmert** January 21, 2020 updated January 22

CINCINNATI (The Enquirer) - The "functionally obsolete" Brent Spence Bridge needs a solution, but the Cincinnati Eastern Bypass isn't it, an Ohio Department of Transportation study concluded, according to FOX19 NOW's media partners at the [Cincinnati Enquirer](#).

ODOT estimated construction of the Eastern Bypass – a proposed 67-mile outer loop around the current outer loop that could help ease regional congestion and spur new development farther away from the city's core – would cost between \$5.4 billion and \$7.3 billion. That sum is more than triple the state's budget for all construction projects.

The study's conclusion: "It is ODOT's opinion that no further expenditures of funding and staff time be put toward the CEB (Cincinnati Eastern Bypass)."

Kentucky, [which finished a \\$2 million study into several Brent Spence Bridge alternatives in 2017](#), concluded that the Eastern Bypass was "worthy of further exploration." Kentucky estimated a price tag of \$5.3 billion to complete the project.

Former Kentucky Gov. Matt Bevin supported both [a bypass and a new bridge](#).

[The bypass has its advocates and its detractors](#), so it's not clear whether ODOT's recent study changed anyone's minds.

Here's what ODOT's study found.

### Pros

ODOT found that the bypass would improve some regional traffic snarls and improve business for the area outside Cincinnati's current outer belt.

Kentucky came to the same conclusion: "The construction of the Cincy Eastern Bypass will significantly improve traffic flow on I-275 and many other congested regional highways by traffic diversion to the bypass."

The bypass could divert up to 10% of traffic from the Brent Spence Bridge by 2040, according to the Kentucky study.

### Cons

Despite some improvements to traffic flow, constructing the Eastern Bypass wouldn't eliminate congestion on I-75, the ODOT study concluded.

The bypass would affect 16.6 square miles of land, including 4,195 acres of farmland and a large cemetery with approximately 1,000 graves.

"The construction of a new multi-lane, limited access highway will have significant impacts to property and environmental resources," according to the study.

There's also the potential environmental impact: The bypass would likely require a new crossing of the Little Miami State and National Scenic River. The cost of environmental studies and permitting alone: an estimated \$6 million.

What's next?

Ohio and Kentucky officials must decide if the project is worth the price.

Rep. Tom Brinkman, R-Mount Lookout, is a longtime supporter of the Eastern Bypass and pushed for the ODOT study. Brinkman said the results were less thorough than he would have liked.

In the end, moving forward with the Eastern Bypass will require leadership, Brinkman told The Enquirer.

"You always have the small-minded people who poke holes in everything," he said.

[Gov. Mike DeWine, a Republican, previously said he was "optimistic" about resolving the Brent Spence Bridge woes](#) with Kentucky Gov. Andy Beshear, a Democrat.

"The results of the study speak for themselves," DeWine spokesman Dan Tierney said. "Gov. DeWine remains focused on the Brent Spence Bridge project."

A Beshear spokesman said, "the administration will work with the Northern Kentucky community in developing future plans for the Brent Spence."

Ohio lawmakers could push for the change, but that swell of support doesn't exist yet. Speaker Larry Householder has not yet reviewed the ODOT study, a spokeswoman said. Lawmakers in the Ohio Senate plan to review it, a spokesman said, and they support the recommendation for a new bridge.

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### Study: Northern Kentucky outer highway loop could cost \$2 billion

By Julia Fair March 2, 2020



Figure 4 A jack-knifed semi brought traffic on Interstate 71/75 to a standstill Sunday, Jan. 20, 2019 morning in Northern Kentucky. Provided/FOX19

Imagine if you could save 20 minutes on a drive through Northern Kentucky.

For north of \$1 billion, that could be possible, according to the Northern Kentucky Outer Loop Study from the Kentucky Transportation Cabinet.

Better traffic flow, less congestion and room for business growth are a few regional benefits that could stem from the study, Northern Kentucky lawmakers told The Enquirer.

Here's how it would work: The \$2 million study, [first released](#) in March 2019, found four options to make an east to west drive in Northern Kentucky easier.

The highway interchange options would connect Interstate 71 and the AA Highway.

The routes, drawn south of Interstate 275, have an estimated cost of \$1.2 billion to \$2 billion, according to a report the cabinet [released in February](#). A proposed Cincinnati Eastern Bypass, which included Northern Kentucky, would cost between \$5.4 billion and \$7.3 billion. A recent study concluded the bypass [wasn't an option](#) to ease regional congestion.

The study is an "offshoot" of the [Brent Spence Strategic Corridor Study](#), said Richard Sutherland, Transportation Vice President for Stantec. Stantec, based in Lexington, is the transportation consulting firm that compiled the Northern Kentucky Outer Loop Study.

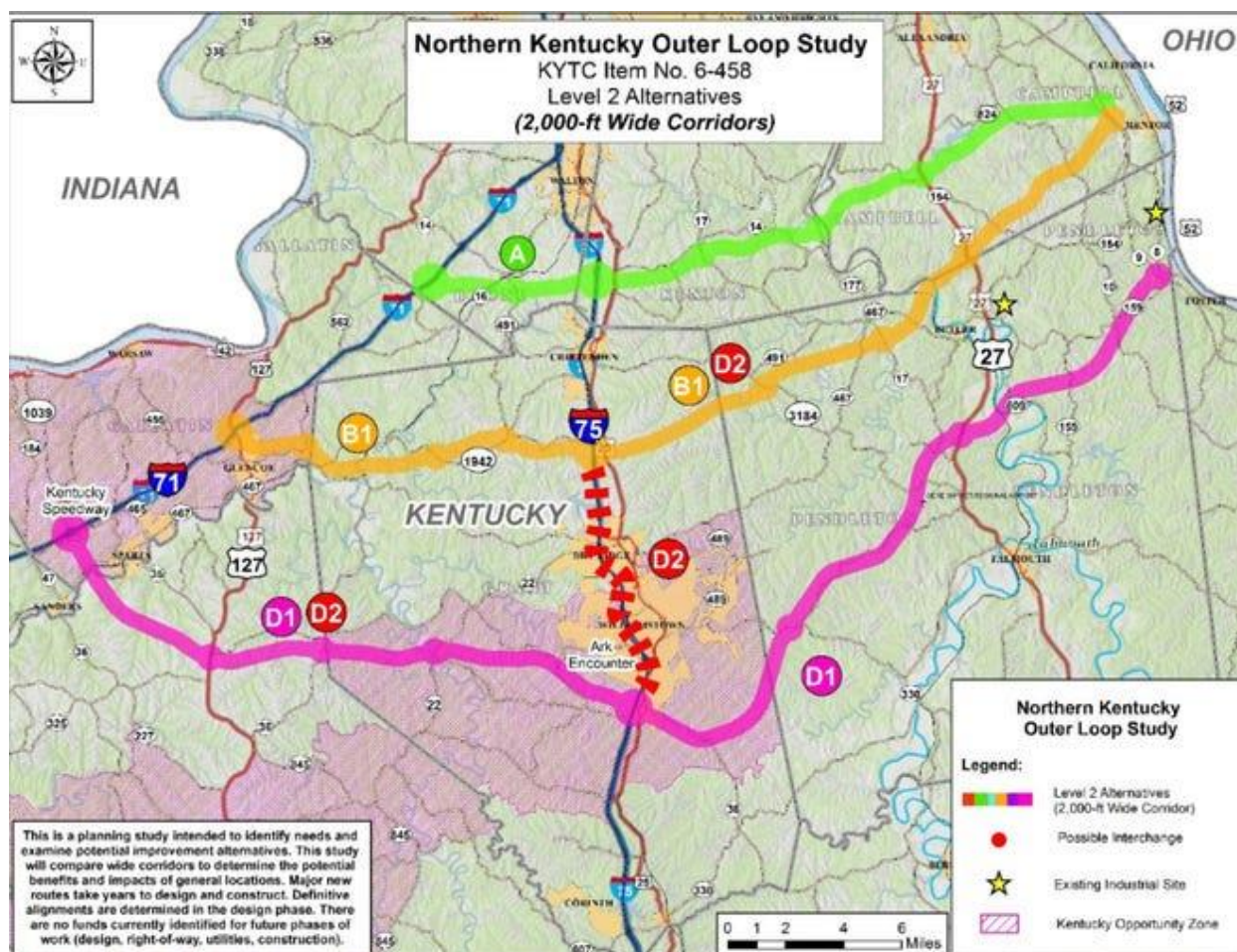


Figure 5 Northern Kentucky Outer Loop Study Provided/Kentucky Transportation Cabinet

The four alternatives would provide “more direct access,” for east to west travel in the region, said Sutherland.

“This is a road project that could take 10 years or more to do,” said Kentucky Majority Floor Leader Republican Sen. Damon Thayer. “But, the thought process behind it is setting Northern Kentucky up for less congestion and better traffic flow for the next 50 years.”

It’s not a new idea, Thayer said, who represents parts of Kenton County. Discussions about building a southern traffic loop date back 40 to 50 years, he said.

Since the project is still in the study phase, lawmakers have not set aside money for the project. Boone County Republican Rep. Sal Santoro, chairman of a transportation subcommittee, told The Enquirer he wants to use his subcommittee role to find funding for the project. By 2024, he said they could start planning and designing the outer loop.

Santoro said the project could bolster business growth, too.

“This keeps people in Northern Kentucky and the greater Cincinnati area with the possibility of more logistic positions for people to be employed at,” Santoro said.

### **What happens next?**

- Stantec will complete the final report in the spring and turn it into the cabinet.
- If the cabinet decides to move forward with the project, it will use the report as a foundation, said Richard Sutherland, Santec's Transportation Vice President.
- Planning and designing is estimated to begin in 2024, according to Santoro.

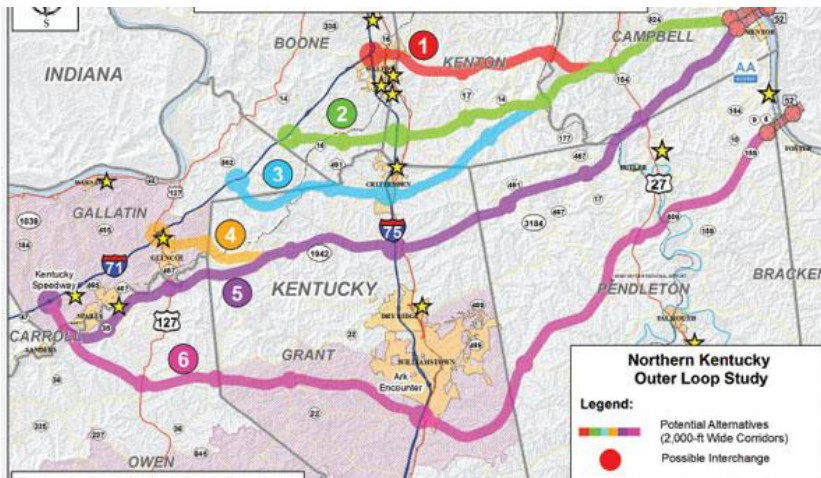
People can send comments and questions about the study to [info@NKYOuterLoopStudy.org](mailto:info@NKYOuterLoopStudy.org).





## NKY Outer Loop Estimated To Cost \$2 Billion

By Travis Thayer March 5, 2020



(Boone County, Ky.) – The cost of alleviating traffic headaches in northern Kentucky is estimated to cost billions.

The Kentucky Transportation Cabinet is considering an outer loop that would provide alternative routes for drivers in the southern portions of Boone, Kenton and Campbell counties, as well as the northern portions of Gallatin, Owen, Grant, Pendleton and Bracken counties.

The estimated cost for the loop that would connect the AA Highway and Interstate 71 has been set at \$2 billion.

The KTC began a study in 2018 to evaluate the viability of creating the connector. The hope for the potential connector is to provide economic development opportunities, enhance regional mobility and improve safety.

A decision has yet to be made on whether the project will move forward or not.

To learn more about the outer loop study, visit [www.nkyouterloopstudy.org](http://www.nkyouterloopstudy.org).

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FAVORITES

## Northern Kentucky outer loop could cost \$2 billion



Northbound traffic on Interstate 71/75 can be heavy at times. PROVIDED

Julia Fair Cincinnati Enquirer  
USA TODAY NETWORK

Imagine if you could save 20 minutes on a drive through Northern Kentucky.

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The study is an "offshoot" of the Brent Spence Strategic Corridor Study, said Richard Sutherland, Transportation Vice President for Stantec. Stantec, based in Lexington, is the transportation consulting firm that compiled the Northern Kentucky Outer Loop Study.

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Damon Thayer. "But, the thought process behind it is setting Northern Kentucky up for less congestion and better traffic flow for the next 50 years."

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Since the project is still in the study phase, lawmakers have not set aside money for the project. Boone County Republican Rep. Sal Santoro, chairman of a transportation subcommittee, told The Enquirer he wants to use his subcommittee role to find funding for the project. By 2024, he said they could start planning and designing the outer loop.

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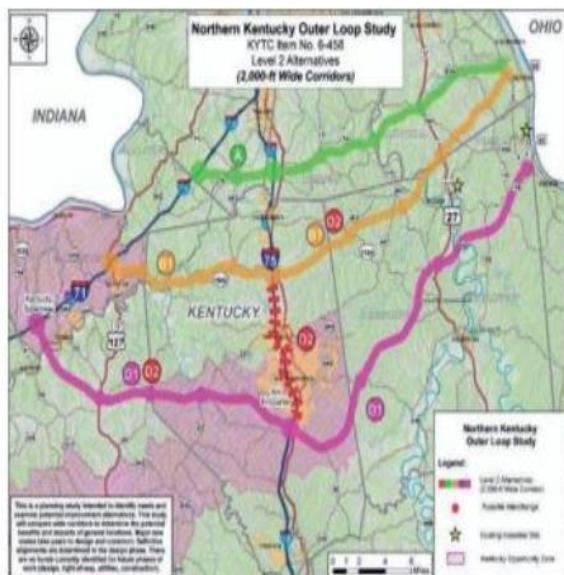
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■ If the cabinet decides to move forward with the project, it will use the report as a foundation, said Richard Sutherland, Stantec's Transportation Vice President.

■ Planning and designing is estimated to begin in 2024, according to Santoro.

People can send comments and questions about the study to info@NKYOuterLoopStudy.org.

Julia Fair is the Northern Kentucky government reporter through the Report For America program. Do you know something she should know? Send her a note at jfair@enquirer.com and follow her on twitter at @JFair\_Reports.



The Northern Kentucky Outer Loop Study. KENTUCKY TRANSPORTATION CABINET

## **NORTHERN KENTUCKY OUTER LOOP STUDY**

### **Appendix A: E-Mail Contact Log**

**(NOT AVAILABLE FOR PUBLIC RELEASE)**

# **NORTHERN KENTUCKY OUTER LOOP STUDY**

## **Appendix B: Meeting Sign-In Sheets**

## **Stakeholder Meeting #1**

**Dec. 5, 2018**





# STAKEHOLDER MEETING #1

DEC. 5, 2018

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KENTUCKY  
TRANSPORTATION  
CABINET



## STAKEHOLDER MEETING #1

**DEC. 5, 2018**

[illegible]



# STAKEHOLDER MEETING #1

DEC. 5, 2018

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KENTUCKY  
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# STAKEHOLDER MEETING #1

DEC. 5, 2018

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## **Stakeholder Meeting #1**

**Dec. 12, 2018**



# STAKEHOLDER MEETING #1

DEC. 12, 2018

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STAKEHOLDER MEETING #1

DEC. 12, 2018

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Steve RUDBERY	CEC Campbell Co.	
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STAKEHOLDER MEETING #1

DEC. 12, 2018

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Andy Kuhlta	Cler. Co.	"
Wayne Spencil		W Spencil AOL

X



STAKEHOLDER MEETING #1

DEC. 12, 2018

Project Consult team \*

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Len Hager	Stantec	
Brian Aldridge	Stantec	
Richard Sutherland	Stantec	
Stacey Huns	KYTC D6	
Lindsay Carter	KYTC	
Mike Bezard	KYTC	



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## **Stakeholder Meeting #2**

**March 8, 2019**



# STAKEHOLDER MEETING #2

March 8, 2019

NAME	AFFILIATION	EMAIL ADDRESS
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Megan McLean	McLoughlin	
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Aaron Abramson		Aaron.Abramson@kentucky.gov
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JAMIE BAKER	GRANT CO. EXEC. DIRECTOR IDA/CHAMBER/TOURISM	jbaker@grantcommerce.com
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## STAKEHOLDER MEETING #2

March 8, 2019

NAME	AFFILIATION	EMAIL ADDRESS
Bob Koehler	OKI	Rkoehler@oki.org
Bryant Miller	City of Louisville	
Bob Porter	Cong. MASSIE	on record
Brian Gray	SEAF	
GABRI KOTHMIR	SEAF	
Rebecca Thompson	OKI	
Wayne Spencer		W Spencer Aol.com
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Lindsay Carter	KYTC	lindsay.carter@ky.gov





# STAKEHOLDER MEETING #2

March 8, 2019

NAME	AFFILIATION	EMAIL ADDRESS
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Billy Matthews	Senator Paul Paul	Billy-Matthews@Paul.Senate.gov





## **Stakeholder Meeting #3**

**Feb. 24, 2020**



# STAKEHOLDER MEETING #3

February 24, 2020

NAME	AFFILIATION	EMAIL ADDRESS
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### STAKEHOLDER MEETING #3

February 24, 2020

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Karen Finner	Regional Alliance	Kfinner@UKRegionalAlliance.com
Bob PORTER	Congressman MASSIE	bob.porter@mail.house.gov
David Fields	Pendleton Co. D/S	pendletoncountyjudicial@comcast.net
Bill Mitchell	//	"
Robin Simpson	Grant Co Chamber	
Jim Simpson	Jim Simpson Realtors	



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### STAKEHOLDER MEETING #3

February 24, 2020

NAME	AFFILIATION	EMAIL ADDRESS
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Joe Shriver	KCFE	
Flick Hendrix	KCFE	
Mark Elberfeld	Campbell County	
Tracy Spawson	FBT	
Brian Miller	BEA NKY	bmler@BulldanNky.com
Christine Russell	NKTTN-ED	cmr@NorthernKentuckyusa.com
Kim Banta	House of Representatives	
MJ Hadrix	Gallatin Magistrate	



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### STAKEHOLDER MEETING #3

February 24, 2020

NAME	AFFILIATION	EMAIL ADDRESS
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Mike Bezzio	KYTC	
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**STAKEHOLDER MEETING #3**

February 24, 2020

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