

E-Newsletter for Brent Spence Bridge

Project Item Number: 6-17.00

County and Route: Kenton (and Hamilton Co., Ohio), I-71/I-75 (Brent Spence Bridge)

Project Description: The Brent Spence Bridge Project study area is located along a seven mile segment of I-75 within Kentucky and Ohio. The purpose of the project is to improve traffic flow and level of service, improve safety, correct geometric deficiencies and maintain connection within the I-71/I-75 corridor.

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Approximate dates: August 2007

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.): An E-Newsletter was developed to facilitate communications with the Advisory Committee between general mailing newsletters, public meetings, and Advisory Committee meetings. Two E-Newsletters have been distributed to date, and a third is being outlined and drafted to be distributed in advance of the upcoming Advisory Committee meeting. The content has been tailored to communicate with the specific audience of the Advisory Committee members. The distribution is fewer than 100 individuals. It is more detailed in nature than would be used for the general public (print newsletter) and is intended to “supplement” the project newsletter. Simple in format, the E-NEWSLETTER is designed on project newsletter with contact information for ODOT and KYTC district offices. As with the traditional newsletter, the project schedule is included. The E-NEWSLETTER is a low cost, high value communications tool for use with a target audience. Additional email addresses from public meeting attendees have been gathered, and could be used for broader distribution. It is recommended that frequency be increased to quarterly at a minimum.



E-Newsletter

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www.brentspencebridgecorridor.com

Project Update

Environmental, traffic, and engineering studies have continued over the past year. The Brent Spence Bridge project is currently in Step 5 of the ODOT Project Development Process. The project team has performed a detailed analysis of each alternative that was advanced for further study. A more detailed analysis of overall system performance has also been conducted and documented in a Travel Lane Evaluation Study. Detailed environmental work and field studies for this step are wrapping up and being documented in the Conceptual Alternatives Study (CAS) that will be completed and presented to the public in the Fall of 2007. Concurrence Point #2 will mark the end of Step 5.

Conceptual Alternatives Study

Progress has continued on the Conceptual Alternatives Study. The CAS is the culmination of environmental and engineering work completed throughout Step 5 of the Project Development Process. The CAS will present specific evaluation criteria applied to the alternatives and a comparative analysis of the alignments carried through from Step 4. This analysis will include advantages and disadvantages of each alignment and their associated environmental and community impacts. Some of the alignments may be eliminated during this phase if they do not conform to the Project's Purpose and Need or if greater potential for negative impacts is identified. The CAS will include a comparison matrix showing the comparative cost, impacts, advantages and disadvantages for each of the alternatives, as well as some aesthetic evaluation.

Environmental field work and reports that will be included in the CAS are: Phase I Historical/Archaeological Survey, Phase I Ecological Report, Environmental Site Assessment Screening, Socio-Economics, and Relocation Assistance Program Survey/Conceptual Stage Relocation Report. In addition to the environmental field work and reports that are to be included in the CAS, engineering/ design characteristics will be included for each alternative. The CAS will document legal and design speeds, functional classification, projected traffic volumes, number of lanes, lane widths, and curve data for each alternative.

The CAS is scheduled to be delivered to ODOT and KYTC at the beginning of September 2007.

Travel Lane Evaluation Study

The Travel Lane Evaluation Study report has been approved by ODOT and KYTC and will be documented in the CAS. The report documents the analysis of how four, five, six, and seven travel lanes would affect traffic levels and the level of service in the corridor. It further discusses existing constraints at the termini of the project such as existing number of lanes and how other projects, such as the Mill Creek Expressway and Thru the Valley projects, affect the traffic flow and levels of service for the Brent Spence Bridge project.



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