

## PROJECT FACT SHEET

### **King Avenue Bridge #282-0.97 Over Little Miami River Improvements Project** **April 25, 2017 Open House Public Meeting**

#### **PROJECT BACKGROUND:**

The purpose of the proposed project is to maintain a safe, long-term King Avenue/Grandin Road bridge crossing over the Little Miami River in Deerfield and Hamilton Townships. The King Avenue Bridge (#282-0.97) has been steadily deteriorating based on recent annual bridge inspections and updated load ratings performed by the Warren County Engineer's Office. The bridge currently has an inspection General Appraisal rating of 4 (Poor) based on a 0-9 rating system used by the Ohio Department of Transportation. A rating of 9 would be a new bridge and a 0 rating would be a bridge failure. Due to the recent bridge beam deterioration, an updated load rating calculation was performed. Based on the load rating results it was decided on January 26, 2016 to post signs on each bridge approach requiring load limits under the Ohio Legal Loads for certain trucks.

Three preliminary bridge alternatives are being evaluated for this project: Alternative 1 (No Build) - permanent closure to traffic in the future when the bridge is no longer structurally sound; Alternative 2 - rehabilitate the existing bridge on the current alignment; and Alternative 3 - construct a new bridge upstream of the current location. This fact sheet and the materials on display at tonight's meeting provide additional information on the proposed project and the alternatives being evaluated, and may be viewed at the following website: <http://www.wceo.us/Information/PublicMeetings.aspx>

#### **TRAFFIC VOLUMES:**

Approximately 8,500 vehicles use King Avenue/Grandin Road in the project area per day (based on 2014 traffic counts). By 2030, an estimated 10,600 to 13,800 vehicles will use King Avenue/Grandin Road per day.

#### **PRELIMINARY ALTERNATIVE DETAILS:**

- Alternative 1: No Build. In the future, the existing bridge will be permanently closed to all traffic and removed when no longer structurally sound. This alternative does not address the project purpose and need.
- Alternative 2: Rehabilitate Existing Bridge. Construct new abutments and a new, slightly wider bridge deck at the existing bridge crossing location utilizing the existing bridge piers. This alternative will not change or improve to the adjacent roadway approaches and trucks will remain prohibited from using the bridge crossing (due to roadway approaches).
- Alternative 3: New Bridge. Construct a new, wider bridge upstream of the existing bridge that will clear span the Little Miami River (no piers in the river). The existing bridge including the bridge deck, abutments, and piers will be removed and the crossing location will be restored to the original ground conditions. The adjacent roadway approaches to the new bridge will be improved, eliminating the poor geometry of the road and allowing truck traffic to use the bridge. The Little Miami Scenic Trail will be realigned under the roadway and a new paved parking lot for trail users will be constructed. The new relocated bridge may also allow for pedestrian and bike use. Construction costs for this alternative will be higher than Alternative 2 (rehabilitation of the existing bridge). This alternative may only be possible if the project receives Federal Local Bridge Replacement (LBR) Funds for Fiscal Year 2023. The Warren County Engineer's Office would apply for funding and funding results should be known in August 2017.

## **PROJECT LIMITS:**

- Alternative 1: No Build.
- Alternative 2: Approximately 250 feet in each direction from the existing bridge.
- Alternative 3: Approximately 800 feet in each direction from the new bridge.

## **MAINTENANCE OF TRAFFIC:**

The official detour for the project will utilize Columbia Road, Mason-Morrow-Millgrove Road, SR 48, and Grandin Road. Access will be maintained to all local residences and businesses throughout the project.

- Alternative 1: Once bridge closure is required, the detour will remain indefinitely.
- Alternative 2: A bridge closure and detour will be needed for this alternative since the existing bridge will be under construction for the entire duration of the project. Brief Little Miami Scenic Trail closures may be required during construction.
- Alternative 3: Traffic will primarily be maintained during construction with some short duration closures anticipated when connecting the newly constructed roadway to the existing roadway. Little Miami Scenic Trail closures are anticipated during construction.

## **PROPOSED PROJECT SCHEDULE:**

- Alternative 1: Closure of bridge and posted detour date will be determined by the future condition of the bridge.
- Alternative 2: Estimated Construction May – September 2023
- Alternative 3: Estimated Construction April – October 2023

Please note the above dates are approximate and are subject to change as the various stages of the project progress.

## **RIGHT-OF-WAY:**

The necessary right-of-way for the improvements is unknown until the preferred bridge alternative is selected. Required right-of-way acquisition for the project will likely begin in 2021.

## **PRELIMINARY COST OF PROJECT:**

Preliminary estimated construction costs: Alternative 1 (No Build): \$700,000; Alternative 2 (Rehabilitate Existing Bridge): \$3,300,000; Alternative 3 (New Bridge): \$8,500,000. Possible funding sources for the improvements are Federal Local Bridge Replacement Funds, Bridge Credit Funds, Ohio Public Works Commission Funds, and Local Funds.

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*Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become consulting parties on this project. Persons interested in becoming a consulting party will have the opportunity to fill out and submit an application form provided at the meeting.*

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*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.*