



**Public Notice and Opportunity for Comment on the Effects of the Proposed Temporary
Use of a Portion of the Riverfront Commons Trail**

Brent Spence Bridge Corridor Project

*Please provide comments by **February 23, 2025***

The Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT), propose improvements to approximately 7.8 miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio. As part of this project the existing Brent Spence Bridge (BSB) will be rehabilitated and reconfigured to carry three lanes of local traffic on each deck as part of the new collector-distributor roadway system and a new double-decker companion bridge will be constructed west of the existing BSB to carry five lanes through (interstate) traffic on each deck.

The Riverfront Commons Trail is a planned 20-mile continuous multi-modal corridor (multi-use path) along the south bank of the Ohio River linking the urban core of Northern Kentucky together through the river cities of Bromley, Ludlow, Covington, Newport, Bellevue, Dayton, Fort Thomas, and Silver Grove. The 20-mile trail system is in various stages of development, with some sections already constructed and open, some sections currently under design, and other sections that are planned. In Covington, about 1.25 miles of the Riverfront Commons Trail have been built and are open along Highway Avenue and the Ohio River levee from the end of the Ohio River floodwall near Swain Court to just east of the Roebling Bridge at Riverside Place.

The Riverfront Commons Trail is being developed by Southbank Partners, a non-profit regional economic development organization. The sections of the Trail within the City of Covington are being built, constructed, and maintained by the City of Covington. The section of the Trail in the project limits is located on land owned by the City of Covington, and the completed Trail is maintained by the City. The Plan Overview map, located at the end of this Notice, depicts the Riverfront Commons Trail within the project limits. The City of Covington is the official with jurisdiction over the Riverfront Commons Trail within the project limits. The Riverfront Commons Trail is free and open to the public. It serves both transportation and recreational purposes.

The Riverfront Commons Trail connects to Covington Plaza, a public outdoor amphitheater used for festivals and theater productions, about 300 feet north of the intersection of Madison Avenue and Rivercenter Boulevard. In the project limits, the Trail is located along the base of the north side of the Ohio River floodwall and earthen levee and passes under the existing BSB. The Trail provides pedestrian and bicycle access to Covington neighborhoods as well as local hotels, retail sites, and dining and entertainment establishments. In August 2024, a Trail user survey was conducted to gather information on Trail use behaviors and user types. These survey results were used to inform the subsequent impact analysis and proposed measures to minimize impacts on pedestrian and bicycle access provided by the Trail. Within the project limits, there are two Trail access points. The first is at the Ohio River levee gate,



located near the intersection of Highway Avenue and Western Avenue, and the second is east of the Clay Wade Bailey Bridge, located near the intersection of W 2nd Street and Main Street.

To facilitate construction of the new companion bridge and rehabilitation of the existing BSB, approximately 0.8 miles of the Riverfront Commons Trail will be temporarily closed during periods of construction. Based on safety concerns from the City of Covington, this includes closure of access to the area east of the Clay Wade Bailey Bridge, starting near the intersection of W 2nd Street and Main Street, until approximately 150 feet west of the Covington Plaza. The Riverfront Commons Trail is a recognized, publicly-owned, recreational property and is provided protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (Pub. L. 89-670, 80 Stat. 931; codified at 23 U.S.C. 138; implemented by 23 CFR Part 774). A *de minimis* impact determination is proposed to fulfill those requirements.

Additional engineering design and construction planning by KYTC after the Final Individual Section 4(f) Evaluation for the BSB Corridor Project (April 19, 2024) has demonstrated that construction of a temporary work bridge is required to safely construct the new double-decker companion bridge and rehabilitate the existing BSB. The temporary work bridge will be built adjacent to and over the top of the Riverfront Commons Trail. In addition, temporary falsework that will support the new bridge structure during construction, and temporary vehicular access to haul, store, and move construction materials will also encroach on the Trail during construction of the project. To construct a temporary access road, a portion of the Riverfront Commons Trail will be temporarily covered with aggregate fill to provide an adequate width for equipment movement and prevent the access road from periodic flooding from the Ohio River. Based on these activities, which present overhead hazards and an area of active large equipment movement, it was determined that temporary closure of a portion of the Trail will best promote worker and public safety. The Trail will be closed beginning at the Ohio River levee gate, located approximately 800 feet northwest of the Highway/Crescent Avenue and W 3rd Street intersection, and end approximately 150 feet west of the Covington Plaza at Madison Avenue.

The 0.8-mile section of the Riverfront Commons Trail will be closed for approximately 60 months beginning in the summer of 2025. Continuity for Trail users will be maintained during this time. An approximately 1-mile-long Trail detour will be provided primarily along Rivercenter Boulevard, W 3rd Street, and Highway/Crescent Avenue to maintain continuity. After 60 months, when the companion bridge is substantially complete, the Riverfront Commons Trail will be restored in its current alignment and re-opened to the public. However, intermittent Trail closures within the same 0.8-mile section will be required until the project is complete. These closures will vary between one day to three weeks. Shorter durations will be required for access underneath the BSB, while longer closures will be required for overhead activities, such as deck placement, where Trail user and worker safety is a concern. The ABM Parking Waterfront Lot, located directly east of the Clay Wade Bailey Bridge, will be closed throughout construction. The ABM Parking Waterfront Lot is not part of the Riverfront Commons Trail.

KYTC consulted with the City of Covington, as owner and operator of the Trail, regarding project impacts to ensure the project will not adversely affect the recreational activities, features or attributes that qualify



the Trail for protection. KYTC has committed to implementing the following measures to minimize harm to the Trail as part of the project:

- A temporary Trail detour will be provided during periods of full Trail closure, anticipated to last approximately 60 months, to ensure continuity of the Trail. The majority of the detour will be along Rivercenter Boulevard, W 3rd Street, and Highway/Crescent Avenue. See the Riverfront Commons Trail Temporary Closure and Detour maps (Sheets 1-4) at the end of this Notice for further details on location of closure and detour.
- The Trail detour will accommodate both pedestrians and bicyclists. The detour will widen the sidewalk to accommodate an 8-foot-wide shared-use path or utilize the existing 4-foot-wide sidewalk and restripe the roadway to accommodate a 10-foot-wide two-way bicycle lane. See the typical sections on Sheets 5–9 at the end of this Notice for further details.
- Between Highway/Crescent Avenue and the existing BSB, the Trail detour will be completed in two phases. Phase 1 will restripe existing parking lots between W 3rd Street and the Holiday Inn to provide an 8-foot-wide shared-use path. Following completion of W 3rd Street reconstruction, the detour will be shifted back to W 3rd Street (Phase 2). See Sheets 2 and 6 at the end of this Notice for further details.
- The temporary Trail detour will meet design standards, including for safety and operations, outlined in KYTC’s [Complete Streets, Roads, and Highway Manual \(2022\)](#). Where warranted per design standards, a 2-foot-wide striped buffer will be incorporated to separate bicycles from traffic. In other locations, displayed on Sheets 5–7 at the end of this Notice, a physical buffer will be incorporated using fencing, concrete barriers, or other methods as appropriate.
- During construction, the appropriate method of traffic control device will be used in select locations of mixed traffic to manage ingress and egress access for construction vehicles and detoured Trail users to ensure safety for pedestrians, bicyclists, and motorists. These traffic control devices will be located at the Ohio River levee gate, located at the western terminus of the Trail detour, and at Highway/Crescent Avenue at the entrance to the Phase 1 detour (see Sheet 2 at the end of this Notice).
- The Riverfront Commons Trail will be fully restored to a condition that is at least equivalent to existing conditions. This includes removing all temporary aggregate fill, repaving the Trail, reinstalling Trail lighting, and replanting disturbed areas with species approved by the City of Covington.
- The temporary detour will be adequately marked and signed, and the public will be notified at least 30 days prior to full Trail closure and 30 days prior to re-opening of the Trail in its current alignment. Notices will be placed on the project website (www.brentspencebridgecorridor.com), the project’s social media platforms, the City of Covington’s website, and through the project email list. The public can sign up for the project email list through the [project website](#).
- During intermittent Trail closures required for rehabilitation of the existing BSB, the public will be notified at least 48 hours prior to closure.

Based on the assessment of use, FHWA anticipates making a determination of *de minimis* impacts for the proposed temporary use of a section of the Riverfront Commons Trail as described in this Notice. *De*









de minimis impacts are generally minor in nature and—after taking into account avoidance, minimization, mitigation, and enhancement measures—will not result in an adverse effect to the Trail. FHWA will make the final *de minimis* impact determination based on the outcome of the public comment process and written concurrence from the City of Covington. Comments regarding the impacts to the Trail, and the proposed *de minimis* impact finding must be submitted to KYTC by **February 23, 2025**. Comments may be submitted to:

Stacey Hans
KYTC Project Manager
Brent Spence Bridge Corridor Project
District 6
Stacey.Hans@ky.gov

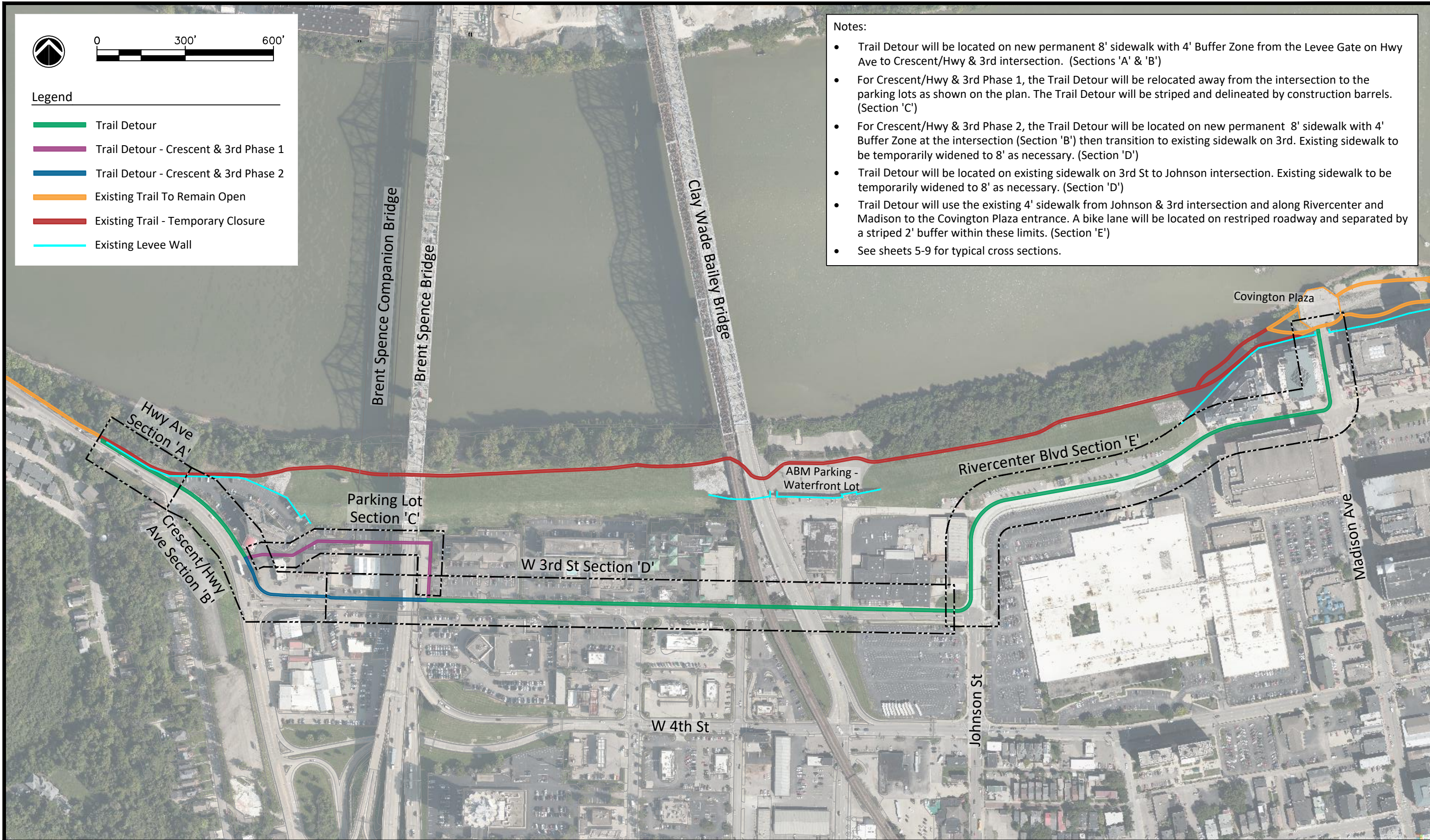


Legend

-  Trail Detour
-  Trail Detour - Crescent & 3rd Phase 1
-  Trail Detour - Crescent & 3rd Phase 2
-  Existing Trail To Remain Open
-  Existing Trail - Temporary Closure
-  Existing Levee Wall

Notes:

- Trail Detour will be located on new permanent 8' sidewalk with 4' Buffer Zone from the Levee Gate on Hwy Ave to Crescent/Hwy & 3rd intersection. (Sections 'A' & 'B')
- For Crescent/Hwy & 3rd Phase 1, the Trail Detour will be relocated away from the intersection to the parking lots as shown on the plan. The Trail Detour will be striped and delineated by construction barrels. (Section 'C')
- For Crescent/Hwy & 3rd Phase 2, the Trail Detour will be located on new permanent 8' sidewalk with 4' Buffer Zone at the intersection (Section 'B') then transition to existing sidewalk on 3rd. Existing sidewalk to be temporarily widened to 8' as necessary. (Section 'D')
- Trail Detour will be located on existing sidewalk on 3rd St to Johnson intersection. Existing sidewalk to be temporarily widened to 8' as necessary. (Section 'D')
- Trail Detour will use the existing 4' sidewalk from Johnson & 3rd intersection and along Rivercenter and Madison to the Covington Plaza entrance. A bike lane will be located on restriped roadway and separated by a striped 2' buffer within these limits. (Section 'E')
- See sheets 5-9 for typical cross sections.



BSBC - Riverfront Commons Trail Temporary Closure & Detour
Plan Overview









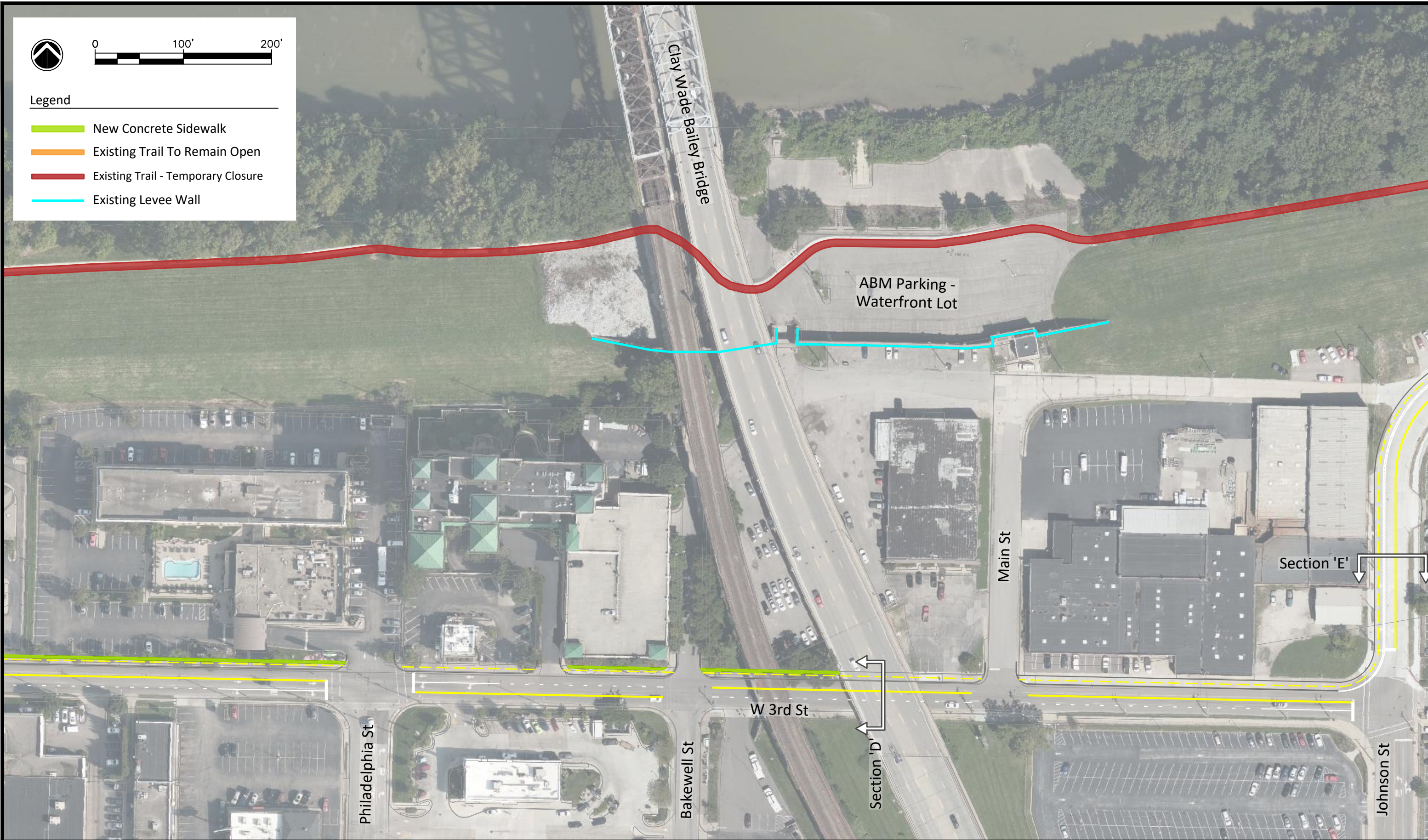
BSBC - Riverfront Commons Trail Temporary Closure & Detour
Highway/Crescent Ave to W 3rd St





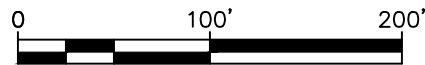
Legend

-  New Concrete Sidewalk
-  Existing Trail To Remain Open
-  Existing Trail - Temporary Closure
-  Existing Levee Wall






BSBC - Riverfront Commons Trail Temporary Closure & Detour
W 3rd St to Rivercenter Blvd





Legend

-  Existing Trail To Remain Open
-  Existing Trail - Temporary Closure
-  Existing Levee Wall



BSBC - Riverfront Commons Trail Temporary Closure & Detour
Rivercenter Blvd to Madison Ave

TEMPORARY CONDITIONS

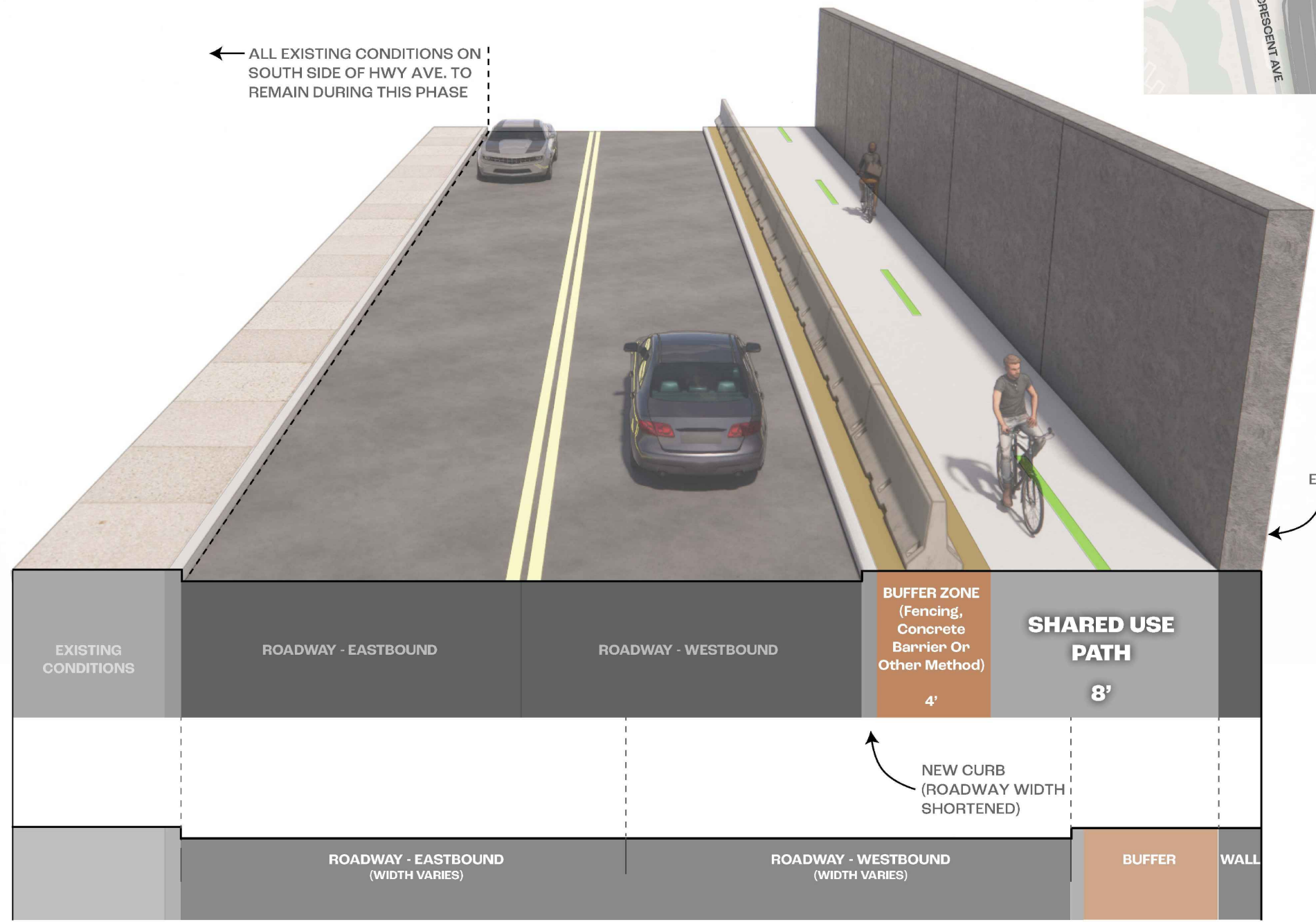
HIGHWAY AVENUE SECTION 'A'

KEY MAP



- TRAIL DETOUR
- TRAIL DETOUR - CRESCENT & 3RD PHASE 1
- TRAIL DETOUR - CRESCENT & 3RD PHASE 2
- EXISTING TRAIL TO REMAIN OPEN
- EXISTING TRAIL

← ALL EXISTING CONDITIONS ON SOUTH SIDE OF HWY AVE. TO REMAIN DURING THIS PHASE



PROPOSED CONDITIONS

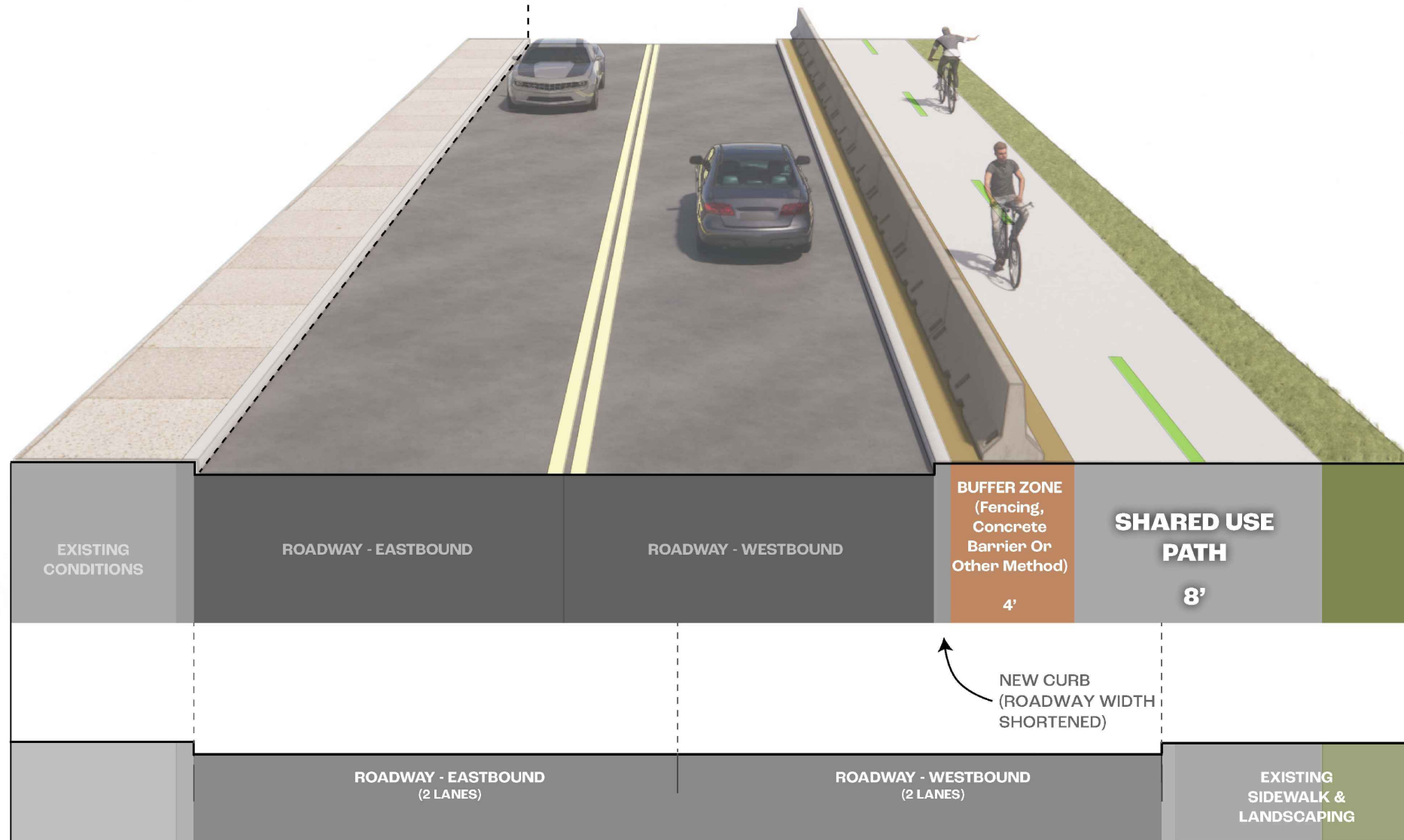
EXISTING CONDITIONS

	EXISTING CONDITIONS	ROADWAY - EASTBOUND	ROADWAY - WESTBOUND	BUFFER ZONE (Fencing, Concrete Barrier Or Other Method) 4'	SHARED USE PATH 8'	
				NEW CURB (ROADWAY WIDTH SHORTENED)		
		ROADWAY - EASTBOUND (WIDTH VARIES)	ROADWAY - WESTBOUND (WIDTH VARIES)		BUFFER	WALL

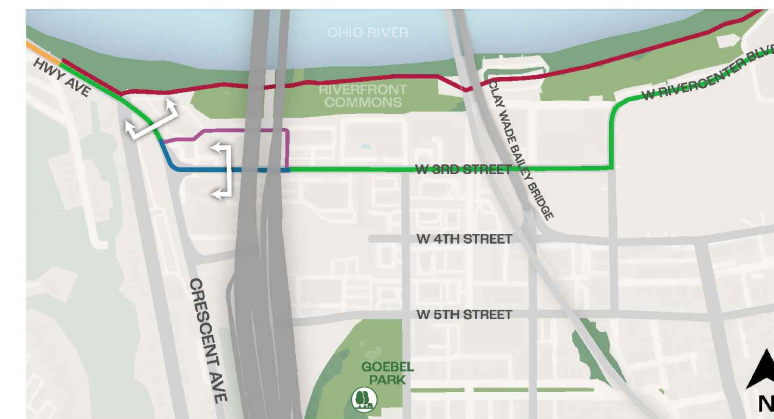
EXISTING WALL

TEMPORARY CONDITIONS CRESCENT / HIGHWAY AVENUE SECTION 'B'

← ALL EXISTING CONDITIONS ON SOUTH SIDE OF CRESCENT AVE. TO REMAIN DURING THIS PHASE



KEY MAP



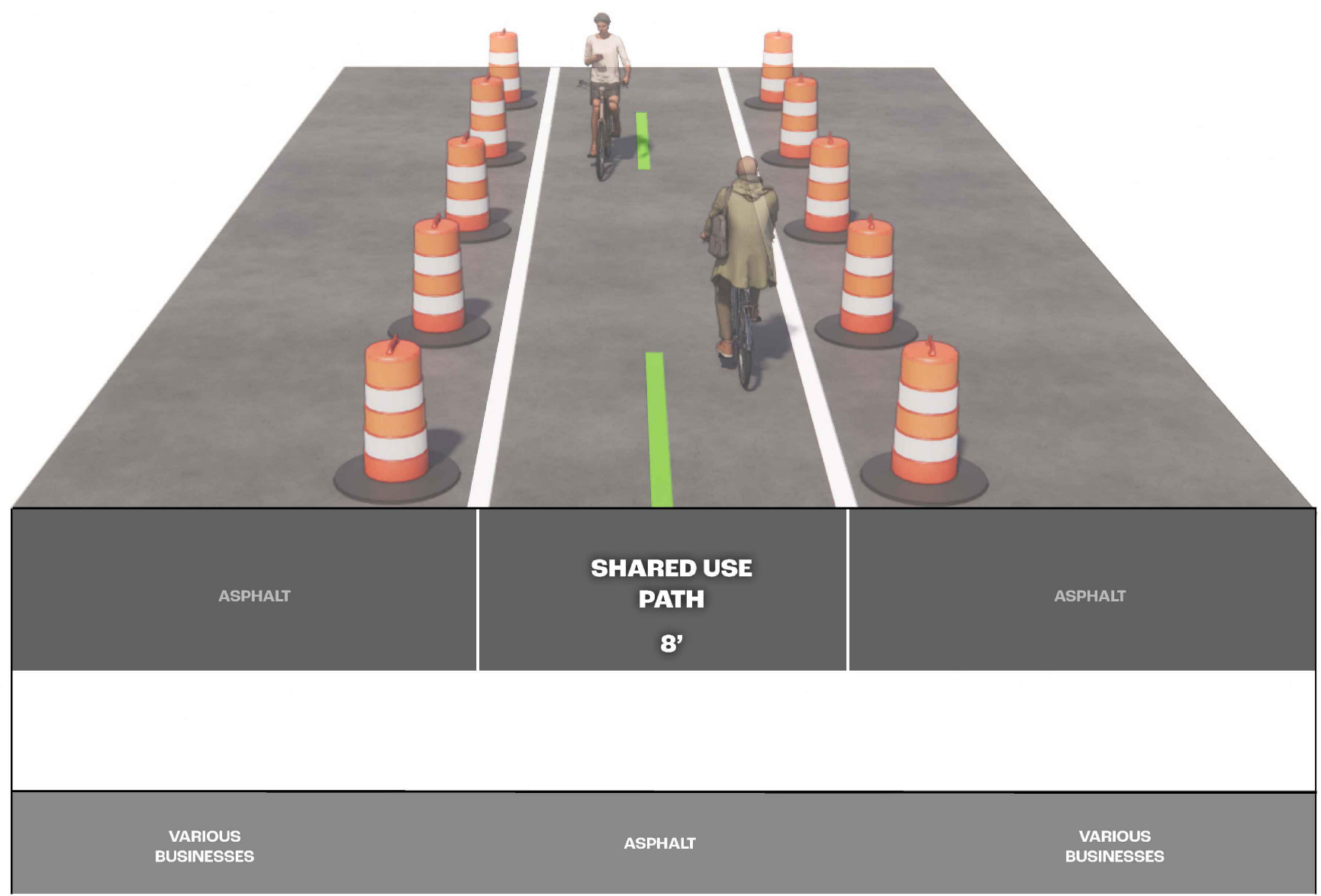
- TRAIL DETOUR
- TRAIL DETOUR - CRESCENT & 3RD PHASE 1
- TRAIL DETOUR - CRESCENT & 3RD PHASE 2
- EXISTING TRAIL TO REMAIN OPEN
- EXISTING TRAIL

TEMPORARY CONDITIONS PARKING LOT SECTION 'C'

KEY MAP

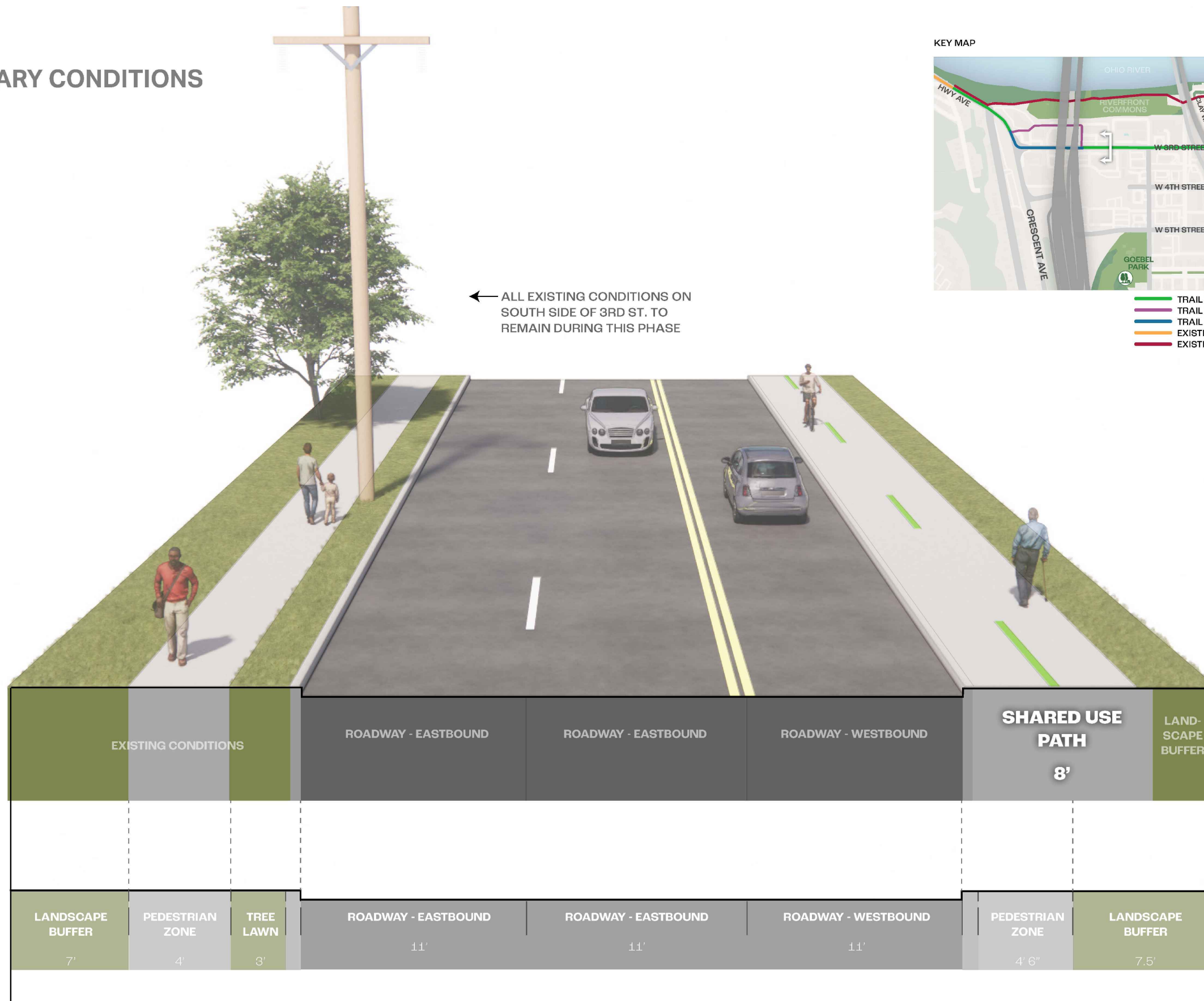


- TRAIL DETOUR
- TRAIL DETOUR - CRESCENT & 3RD PHASE 1
- TRAIL DETOUR - CRESCENT & 3RD PHASE 2
- EXISTING TRAIL TO REMAIN OPEN
- EXISTING TRAIL



TEMPORARY CONDITIONS

W 3rd St
SECTION 'D'



KEY MAP



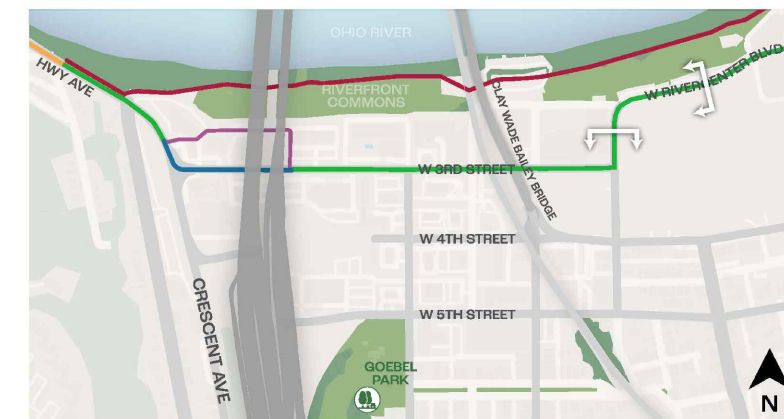
- TRAIL DETOUR
- TRAIL DETOUR - CRESCENT & 3RD PHASE 1
- TRAIL DETOUR - CRESCENT & 3RD PHASE 2
- EXISTING TRAIL TO REMAIN OPEN
- EXISTING TRAIL

TEMPORARY CONDITIONS

RIVERCENTER BLVD

SECTION 'E'

KEY MAP



- TRAIL DETOUR
- TRAIL DETOUR - CRESCENT & 3RD PHASE 1
- TRAIL DETOUR - CRESCENT & 3RD PHASE 2
- EXISTING TRAIL TO REMAIN OPEN
- EXISTING TRAIL



PROPOSED CONDITIONS	EXISTING CONDITIONS	ROADWAY 11'	ROADWAY 11'	LANE DIVIDER 2'	BIKE LANE 10'	EXISTING SIDEWALK AS PEDESTRIAN ZONE
	EXISTING CONDITIONS	VARIES	ROADWAY 11'	ROADWAY 12'	ROADWAY 11'	VARIES