



Socioeconomic Baseline Assessment

I-471/KY 8 Southbound Interchange Reconstruction
Campbell County, Kentucky
KYTC Item No. 6-8104.00

Prepared for
GRW Engineers, Inc.
April 8, 2008

Prepared by
Amanda Kerley
Third Rock Consultants, LLC
2526 Regency Road, Suite 180
Lexington, KY 40503
859.977.2000
www.thirdrockconsultants.com



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GRW Engineers, Inc.
250 Grandview Drive, Suite 100
Fort Mitchell, KY 41017

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Prepared by:



Amanda Kerley

Reviewed by:



Virginia Goodman

Executive Summary

Third Rock Consultants, LLC was retained by GRW Engineers, Inc. to conduct and prepare the Socioeconomic Baseline Assessment for the proposed reconstruction of the I-471 southbound off-ramp at KY 8 in Newport and Bellevue, Campbell County, Kentucky. The project also proposes to add a fourth lane to southbound I-471 between KY 8 and Memorial Parkway (KY 1120). The purpose of the project is to relieve southbound congestion and alleviate the traffic queues on the Daniel Carter Beard Bridge caused from vehicles exiting I-471 at KY 8 during peak travel hours.

Four alternatives – the No-Build and three Conceptual Alternatives – were examined to evaluate their impact on the community. Conceptual Alternative 1 proposes improvements to the existing alignments, and will not relocate any ramps. As this alternative closely follows the existing alignment, it has very little impact on the area. Conceptual Alternatives 2b and 5d propose to remove the existing southbound off-ramp from the Park Avenue, 2nd Street neighborhood and replace it with a southbound ramp that splits, allowing motorists to exit directly onto either KY 8 or Riviera Drive. As these alternatives are relocating the southbound off-ramp, they represent a larger impact on the community.

Conceptual Alternatives 2b and 5d will acquire a portion of Providence Park, located between Providence Way and I-471. Only one residential or commercial structure will likely be acquired by Alternative 5d: a home used as rental property on the west side of Linden Avenue at KY 8 (currently unoccupied). Other Alternative 2b and 5d impacted entities include Save-a-Lot Shopping Center (located opposite the proposed off-ramp intersection at Riviera Drive) and the Bellevue Vets parking lots and picnic area. Indirect impacts are expected to dwellings at Lexington Avenue and Providence Way (2b and 5d) and near 3rd Street and Linden Avenue (5d only).

The proposed project does not represent adverse impacts to aesthetic value, employment, or environmental justice. Short-term construction impacts are unavoidable, as with any construction project but may be minimized with Best Management Practices.

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I. PROJECT DESCRIPTION

Third Rock Consultants, LLC was retained by GRW Engineers, Inc. to prepare the Socioeconomic Baseline Assessment for the proposed reconstruction of the southbound off-ramp at KY 8 in Newport and Bellevue, Campbell County, Kentucky (KYTC Item No. 6-8104.00). The project limits extend from the I-471/Grand Avenue interchange to the US 50/Fort Washington Way interchange with I-471 in Cincinnati, Ohio (2.1 miles), and on KY 8 from the Taylor Southgate (US 27) Bridge to Berry Avenue (1.2 miles.) This baseline examines the socioeconomic impacts the project may have on the community. Figure 1, page 2 shows the project area in relation to the community. The project area is shown on aerial and topographic mapping on Exhibits 1 and 2, pages 3 and 4.

A. Location

The northern terminus of I-471 is at I-71 in Cincinnati, Ohio and the roadway extends approximately 5 miles south to its southern terminus at I-275 in Kentucky. South of I-275, I-471 connects with US 27. I-471 connects motorists to the communities between I-71 and I-275, including Newport, Bellevue, Fort Thomas, and Wilder. KY 8, which parallels the Ohio River in Kentucky, connects cities including Bromley, Ludlow, Covington, Newport, Bellevue, Dayton, and Fort Thomas. I-471, I-275, and I-71 are urban principal arteries (interstates). KY 8 is an urban minor artery.

In recent years, the cities of Newport and Bellevue have been developing their riverfront area, which is served by KY 8 (known in Newport as Cowens Drive, 4th Street, and 5th Street and in Bellevue as Fairfield Avenue). A Comfort Suites hotel and several restaurants have been developed on the Bellevue (east) side of I-471. Newport's relatively new "Newport-on-the-Levee" development, located on the west side of I-471, contains a 20-screen movie theater, an aquarium, a variety of upscale and casual dining

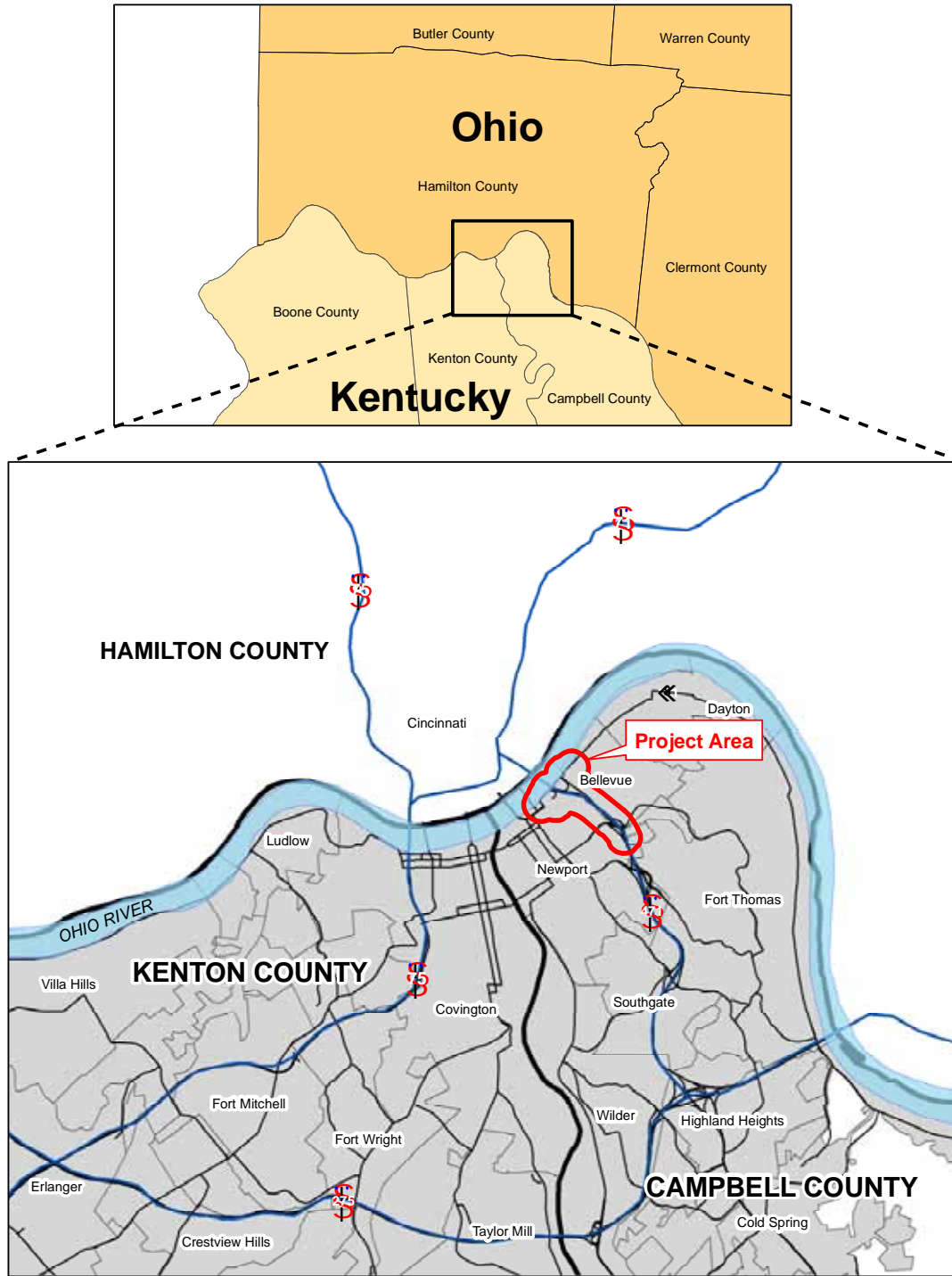
restaurants, and several shops and is a major entertainment draw for residents and tourists in the Greater Cincinnati/Northern Kentucky area. Because of this growth in the area, the southbound I-471 off-ramp often becomes congested, with traffic backing up on the Daniel Carter Beard Bridge as vehicles wait to exit onto KY 8 at evening peak traffic times.

B. Purpose and Need

The purposes of the project are to improve safety and reduce traffic delay at the I-471/KY 8 interchange by correcting deficiencies that cause and contribute to KY 8 exit queues that occur in the southbound I-471 lanes on the Daniel Carter Beard Bridge over the Ohio River. The project will also improve capacity and quality of travel at interchange ramp termini intersections and adjacent outfall streets thereby enhancing accessibility to existing commercial and residential districts. Such improvements will also enhance economic development opportunities, taking into consideration the planned development of the riverfront district between the Licking River in Newport and Berry Street in Bellevue. The transportation infrastructure improvements must be sensitive to the integrity of cultural historic districts and other environmental areas of concern.

The project is needed because development along the Newport and Bellevue levees is likely to continue. The existing infrastructure at the I-471/KY 8 interchange is inadequate to handle even the existing volume of peak hour traffic. Late 2007 interim improvements to the ramp, the inclusion of a dual left-turn lane on Park Avenue and signalization changes on KY 8, have improved conditions somewhat. However, during high-volume times such as during special weekend events, the interim improvements do not fully address the problem. As development along the river continues, congestion on the bridge may deteriorate into non-peak hours as well.

FIGURE 1 – PROJECT LOCATION



Crash data from 2002 through 2005 for Campbell County was examined to locate places along the corridor with a high incidence of vehicular accidents. Four areas along the corridor seem to have a large number of accidents. The area with the highest incident of accidents is I-471 at the Kentucky/Ohio state line. During the four-year period studied, there were 150 crashes in this area. The area with the second-highest number of accidents is the KY 8/Riviera Drive intersection, which had 78 crashes over the study period. The KY 8/Park Avenue intersection and KY 8 at the southbound on-ramp each had approximately 50 crashes during that period. The project proposes improvements at all of these points.

C. Proposed Alternatives

Four alternatives are being considered for this project: the No-Build Alternative and three Conceptual Alternatives. The three Conceptual Alternatives are shown on Exhibits 3 through 5, pages 6 through 8. All Conceptual Alternatives will add a fourth lane to southbound I-471 from the KY 8 interchange to the Memorial Parkway (KY 1120) interchange. A discussion of each alternative follows.

1. No-Build Alternative

The No-Build Alternative will leave the interchange in its existing configuration and make no improvements other than routine highway maintenance. The No-Build Alternative does not meet the project purpose and need, because it will not relieve congestion on the southbound off-ramp or alleviate the subsequent traffic queues on the Daniel Carter Beard Bridge, nor will it improve safety on the bridge.

2. Conceptual Alternative 1

Conceptual Alternative 1 primarily utilizes existing alignments without altering the ramp configuration. This concept includes "baseline" improvements to KY 8 and to the approach roads

and ramps that form intersections with KY 8. Left-turn lanes have been modified to best accommodate turning volumes. Traffic signal timing will be optimized to give the best possible condition for the forecasted traffic and intersection geometry. The southbound exit to KY 8 via Park Avenue remains open with this Alternative. Minor modifications will be made to the Park Avenue/3rd Street intersection to improve traffic flow.

3. Conceptual Alternative 2b

Conceptual Alternative 2b proposes a single lane southbound exit ramp, closure of the existing Park Avenue ramp, and a split of this new ramp south of Providence Way. The split ramp will take Newport-bound traffic to the I-471 northbound off-ramp intersection at KY 8. Bellevue-bound traffic will access KY 8 via Riviera Drive. Signalized intersections will be upgraded at the intersection of the off-ramp and KY 8 and Riviera Drive. Conceptual Alternative 2b proposes to widen Riviera Drive to four lanes (two northbound through lanes, one southbound lane, and one center turn lane). Access will be reconfigured for existing businesses along Riviera Drive as well. This alternative will also make capacity and lane use related improvements to KY 8, Providence Way, the southbound I-471 on-ramp and the northbound I-471 off-ramp.

4. Conceptual Alternative 5d

Conceptual Alternative 5d also proposes to close the southbound off-ramp to KY 8 via Park Avenue. The new southbound ramp will split south of Providence Way accommodating Newport-bound traffic at a new signalized intersection with KY 8 near Linden Avenue. This will be a single point urban intersection (SPUI) functioning with the KY 8/southbound entrance ramp intersection located approximately 150 feet west. Eastbound turns towards Bellevue will not be allowed here. Bellevue-bound interchange traffic will access KY 8 via Riviera Drive. A traffic

signal is proposed at this intersection with Riviera Drive.

Alternative 5d will widen Riviera Drive to four lanes as described for Alternative 2b above. Access will be reconfigured for existing businesses along Riviera Drive. In addition, access to the "Newport Island" area (Linden Avenue and 2nd, 3rd, and Beech Streets surrounded by I-471 and the northbound on-ramp) will be changed. Beech Street, which currently dead ends, will connect to KY 8. Access from Linden Avenue to KY 8 will be closed. Conceptual Alternative 5d will make improvements to not only Riviera Drive but to KY 8, Providence Way, the northbound I-471 off-ramp, and the southbound I-471 on-ramp as well.

D. Typical Section

Three typical sections have been developed for the reconstructed portions of the KY 8 southbound off-ramps and the reconstructed Providence Way. The first typical section, a single lane ramp with barrier walls, has one, 15-foot lane with a left-side 6-foot shoulder and a right-side 8-foot shoulder with barriers on both sides of the ramp. A second typical section proposes a dual lane ramp with two, 12-foot lanes with similar 6-foot and 8-foot shoulders with barriers on both sides. A third typical section for the reconstructed Providence Way proposes one lane with parking (24 feet) with a 4-foot wide paved berm and a wall on the east (I-471) side. This typical section will also have a 4-foot wide grass strip between the roadway and the 4-foot wide sidewalk on the west (residential) side. Street parking may be eliminated or changed thereby reducing the 24-foot curb-to-curb width.

E. Schedule

The proposed project is listed in the Kentucky Transportation Cabinet's *Recommended Six-Year Highway Plan FY 2008-2014* as "Construct New I-471 Southbound Off-Ramp at KY-8." Funding for right-of-way acquisition only is

scheduled for 2010 in the amount of \$2,440,000. No money is budgeted in this Six-Year Plan towards utility installation or construction.

Estimated total costs for each Conceptual Alternative are as follows:

- Alternative 1: \$7,000,000
- Alternative 2b: \$26,000,000
- Alternative 5d: \$29,000,000

II. SOCIOECONOMIC PROFILE

I-471 provides an approximate boundary between the cities of Newport, to the southwest, and Bellevue, Kentucky, to the northeast. Both cities are located in the northern portion of Campbell County along the Ohio River. I-471 connects Kentucky and Ohio by way of the Daniel Carter Beard bridge. Newport, founded by General James Taylor, Jr. in 1795, is one of Campbell County's two county seats. The other is Alexandria. General Taylor's mansion is still located in Newport and is the oldest structure in the city's East Row Historic District. Bellevue was founded in 1870 from land that had comprised the eastern portion of General Taylor's plantation. Today, both cities are part of the bustling Greater Cincinnati metropolitan area, which contains over 2 million residents.

A. Land Use

The City of Newport is 3.0 square miles and has a population density of 6,268 persons per square mile. The City of Bellevue has a land area of 0.9 square miles and a population density of 6,904 persons per square miles.

As these density figures suggest, the area is heavily developed. The Newport side of I-471 is primarily residential. The Newport branch of the Campbell County Public Library, Newport High School, Providence Park, and the Ralph Mussman Recreational Complex (containing children's playground equipment, a picnic shelter, basketball and tennis courts, and baseball

diamonds) are located along the west side of I-471. Retail development is proposed on a tract of land west of I-471, just south of Memorial Parkway near the project's southern terminus. A large office building (Riverfront Place) and a printing company (Wendling Printing) are located along KY 8 in Newport. Property along I-471 north of the CSX railroad tracks and along KY 8 in Bellevue is primarily commercial, with Comfort Suites and Holiday Inn Express hotels, a variety of restaurants, a Kroger grocery store, a Save-a-Lot grocery store, and an assortment of businesses in several shopping centers situated along the roadway. A private baseball field, Bellevue Vets Ballfield, is located along KY 8 just east of Riviera Drive. South of the CSX railroad tracks in Bellevue the corridor is residential. The Party Source, a major regional destination for liquor and party supplies, is located at the intersection of KY 8 and Riviera Drive.



South Shore Residential/Commercial Development

Recent developments along the riverfront in Newport and Bellevue include Newport-on-the-Levee, an entertainment complex, and the South Shore, Harbor Green, and Pavillion residential/commercial developments. Newport-on-the-Levee contains an aquarium, movie theater, rental shops, and restaurants. Southshore in Newport will have 80,000 square feet of office space and 140 condominiums; occupancy is planned for 2009. Harbor Green in Bellevue is nearly complete, with occupancy planned for March of 2008. The Pavillion in Newport will have

partial occupancy in 2008 and full occupancy in 2009. In addition to Newport's riverfront development, Bellevue has also been actively developing riverfront property along KY 8. New restaurants include a Joe's Crab Shack and Buckhead Mountain Grill.

B. Transportation

I-471 and KY 8 are important thoroughfares for not only Newport and Bellevue but for the Greater Cincinnati/Northern Kentucky area as a whole. I-471 begins at the Daniel Carter Beard Bridge just south of I-71 and extend approximately 5 miles to connect motorists to I-275 near Highland Heights, Kentucky. I-275 is the roadway's southern terminus, where it becomes Alexandria Pike (US 27) south of I-275. From I-275, which loops through the Greater Cincinnati area (comprised of portions of Ohio, Indiana, and Kentucky), motorists can connect locally to the AA Highway, the Dixie Highway, and I-75/I-71.

KY 8, which parallels the Ohio River in Kentucky, connects cities including Ludlow, Covington, Newport, Bellevue, Dayton, and Fort Thomas. In Newport, KY 8 services traffic to and from Newport on the Levee. KY 8 is known as Fairfield Avenue in Bellevue, and is the city's primary commercial thoroughfare, with numerous banks, businesses, bakeries, and restaurants.

Sidewalks are present along the south side of KY 8, Riviera Drive, and the many side streets in the project area. Several individuals were observed using these sidewalks during the field reconnaissance effort. Bike lanes are not present in the project area.

A CSX railroad track runs roughly east-west through the corridor and crosses I-471 via a bridge just north of the Memorial Parkway intersection. The Greater Cincinnati/Northern Kentucky International Airport is located approximately 15 miles from the project area, off

I-275 in Hebron, Kentucky. This airport, a major Delta hub, has nonstop services to 120 cities and averages 1,418 aircraft operations a day. In addition to the Greater Cincinnati/Northern Kentucky airport, several small regional airfields are located in Ohio, including Lunken Air Field, which is approximately 7 miles from the project area. Lunken Air Field, accessible from I-275 to Kellogg Avenue in Ohio, averages 298 aircraft operations a day.

Newport and Bellevue residents are served by the Transit Authority of Northern Kentucky (TANK), a public transportation bus system that has been serving Campbell, Boone, and Kenton counties, as well as downtown Cincinnati, since 1973. TANK operates more than 130 buses along 27 routes and carried 3.6 million passengers in 2004. In addition, TANK operates the Southbank Shuttle System, which serves the entertainment districts along the riverfront in Newport, Covington, and Cincinnati. TANK also offers door-to-door shared ride services for elderly and disabled individuals in the area.

C. Population and Growth Trends

The project corridor is located within US Census Tracts (CT) 503 and 504 (which are in Newport) as well as CT 522 and CT 523 (which are in Bellevue) (Figure 2, page 12). Census data was examined at the state, city, county, and census tract level, as available. Data for Census Tract 522 is not included in this report due to the fact that the only impact the project will have on this area is the addition of the fourth lane on I-471. As this new lane will be constructed within the existing right-of-way, it was determined that the project would not have an impact on CT 522, thus census data for this tract was excluded from this baseline assessment.

In July 2006, Newport's population was estimated to be 15,721, making it the 24th largest city in Kentucky. Bellevue's population was estimated to be 5,954 at this time (making it the

67th largest city in Kentucky.) These population figures represent a decrease from 2000 US Census figures: in 2000, Newport had a population of 17,048 (an 8.4 percent decrease) and Bellevue had a population of 6,480 (a 9 percent decrease.) Despite the recent estimated population decreases in both cities, data from the Kentucky State Data Center predicts Campbell County will grow 22.0 percent from 2000 to 2030, which is slightly lower than the predicted growth rate for Kentucky (estimated to grow 23.9 percent over the same period.)

The median age for individuals in Kentucky is 35.9, which is higher than the median age of individuals in Campbell County (35.2), Newport (32.9), Bellevue (34.6), CT 503 (34.3), CT 504 (34.4), and CT 521 (32.6.)

The project area has a lower minority population than the state average, as shown on Table 1, page 13. Approximately 10 percent of Kentucky's residents are minority individuals. Newport has a higher percentage of minority individuals (minority individuals make up 8.3 percent of the city's population, 4.7 percent of CT 503's population, and 6.7 percent of CT 504's population) than Bellevue (1.6 percent of the city as a whole is comprised of minority individuals and 1.9 percent of CT 521.) The majority of Newport's minority population is comprised of Black or African American individuals, but the city and the two Newport census tracts studied (CT 503 and CT 504) have a higher percentage of Hispanic or Latino individuals than the state average. Hispanic or Latino individuals comprise the majority of Bellevue's minority population (including CT 521.)

D. Households

Information regarding project area households is contained in Table 2, page 13. As shown in Table 2, 69.4 percent of Kentucky households are family households. All other areas studied have a smaller percentage of family households,

FIGURE 2 – PROJECT AREA CENSUS TRACTS



compared to the state average. At the county, city, and census tract level Campbell County has the highest percentage of family households (66.5 percent), while Newport and Bellevue (and their respective census tracts) average approximately 60 percent family households, with the exception of CT 503, which has only

46.7 percent family households, much lower than any other area studied. Though average household size in Campbell County is larger than the state average (2.49 as compared to 2.47), Newport, Bellevue, and the census tracts all have smaller household sizes than the state average.

TABLE 1 – RACIAL COMPOSITION OF POPULATION

	KENTUCKY	CAMPBELL COUNTY	NEWPORT	CT 503	CT 504	BELLEVUE	CT 521
Total:	4,041,769	88,616	17,048	1,181	2,261	6,480	3,941
One Race (%):	98.9	99.2	98.6	99.1	98.7	99.4	99.4
White (%)	90.1	96.6	91.7	95.3	93.3	98.4	98.1
Black or African American (%)	7.3	1.6	5.5	2.5	3.5	0.2	0.2
American Indian and Alaska Native (%)	0.2	0.2	0.3	0.1	0.5	0.3	0.5
Asian (%)	0.7	0.5	0.4	0.3	0.3	0.3	0.4
Native Hawaiian and Other Pacific Islander (%)	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Some other Race (%)	0.6	0.3	0.7	0.8	1.1	0.1	0.2
Two or More Races (%)	1.1	0.8	1.4	0.9	1.3	0.6	0.6
Hispanic or Latino (%)*	1.5	0.9	1.7	1.6	2.8	0.9	1.2
Total Minorities (%)**	9.9	3.4	8.3	4.7	6.7	1.6	1.9

*Hispanic Origin is not considered a separate race. The number shown is counted twice; once as Hispanic Origin and once as one of the other racial groups listed above.

**Hispanic Origin not included to avoid duplication.

Source: 2000 US Census, American FactFinder

TABLE 2 – HOUSEHOLD CHARACTERISTICS

	KENTUCKY	CAMPBELL COUNTY	NEWPORT	CT 503	CT 504	BELLEVUE	CT 521
Total Households	1,590,647	34,742	6,975	557	946	2,758	1,622
Family (%)	69.4	66.5	58.0	46.7	59.4	59.8	59.6
Non-Family (%)	30.6	33.5	42.0	53.3	40.6	40.2	40.4
Average Household Size	2.47	2.49	2.38	2.12	2.39	2.35	2.43
Households with Individuals < 18 (%)	35.5	35.4	34.1	24.4	31.1	32.2	35.6
Households with Individuals ≥ 65 (%)	22.8	22.8	20.8	11.8	19.2	25.0	22.3
Living in Group Quarters (%)	2.8	2.3	2.7	0.0	0.0	0.0	0.0

Source: 2000 US Census, American FactFinder

In Kentucky and Campbell County, 22.8 percent of households contain individuals 65 and older. Newport has fewer households with individuals 65 or older than the state and county average (20.8 percent of the city's overall residents, 11.8 percent of CT 503 residents, and 19.2 percent of CT 504's residents are 65 or older.) Bellevue households contain more residents 65 and older than Newport. A quarter of Bellevue households contain individuals 65 and older and 22.3 percent of CT 521 residents are 65 and older. Approximately 35 percent of Kentucky and Campbell County households contain individuals younger than 18. CT 521 has a higher percentage of households with children than the state/county average (35.6 percent of households contain individuals under 18), but Newport (34.1 percent), Bellevue (32.2 percent), CT 503 (24.4 percent), and CT 504 (31.1 percent) all have a smaller percentage of households containing children.

E. Housing Units and Cost

Approximately 70 percent of Kentuckians own their own homes, and slightly fewer (69 percent) of Campbell County residents own their homes. Newport has fewer homeowners, with 44.2 percent of the city's population owning their homes. Residents of CT 503 and CT 504 have a higher percentage of homeowners than Newport as a whole (approximately 51 percent own their

homes.) Bellevue has more homeowners than Newport – Bellevue as a whole only has slightly fewer homeowners than the state average (66.8 percent), and 55.6 percent of CT 521 residents own their homes.

Though the median value of a home in Campbell County (\$101,100) is higher than the state average (\$86,700), homes in Newport and Bellevue have a median value lower than the state average (\$67,500 and \$72,900, respectively.) However, homes in both Newport census tracts studied have a higher median value than the city's average: the median value of a home is \$88,200 in CT 503 and \$85,000 in CT 504. The median value of a home in CT 521 is lower than the city's average (\$63,300.) CT 521 residents, who average the lowest median values of homes, devote the highest percentage of household income to rent (29.2 percent, which is higher than not only the state average (24 percent), but the county (23.9 percent) and Bellevue as a whole (26.5 percent.)) Just over a quarter (25.1 percent) of household income is devoted to rent in Newport as a whole, which is only slightly higher than in CT 504 (24 percent), but much higher than renters in CT 503 (18.6 percent.) Detailed information regarding housing units and costs is contained in Table 3.

TABLE 3 – HOUSING UNITS AND COSTS

	KENTUCKY	CAMPBELL COUNTY	NEWPORT	CT 503	CT 504	BELLEVUE	CT 521
Total Housing Units	1,750,927	36,898	7,828	626	1,087	2,936	1,762
Owner-Occupied Units (%)	70.8	69.0	44.2	51.5	51.9	66.8	55.6
Median Value	\$86,700	\$101,000	\$67,500	\$88,200	\$85,000	\$72,900	\$63,300
Renter-Occupied Units (%)	29.2	31.0	55.8	48.5	48.1	33.2	44.4
Median Gross Rent as % of Household Income	24.0	23.9	25.1	18.6	24.0	26.5	29.2
Vacant Units (%)	9.2	5.8	10.9	11.0	13.0	6.1	7.9

Source: 2000 US Census, American FactFinder

F. Income and Poverty

Though median household income is higher in Campbell County and Bellevue as a whole than the state average (\$41,903, \$36,300, and \$33,672, respectively), median household income in Newport is lower than the state average (\$27,451.) Despite Newport's lower overall median household income, residents of CT 503 and CT 504 have a higher median income than the state average (\$37,381 and \$34,320, respectively.) Bellevue residents have a median household income of \$36,550. CT 521 has a median household income of \$29,549.

CT 503 has the highest per capita income of all areas studied, including the state and county. CT 503 has a per capita income of \$25,840, compared to \$18,093 for Kentucky, \$20,637 for Campbell County, \$15,207 for Newport, \$17,983 for Bellevue, \$17,438 for CT 504, and \$15,885 for CT 521.

With the exception of Newport residents in general, fewer individuals in the project area live below the poverty level when compared to the state level. Table 4 contains more detailed data regarding income and poverty level.

TABLE 4 – INCOME AND POPULATION BELOW POVERTY LEVEL (1999)

	KENTUCKY	CAMPBELL COUNTY	NEWPORT	CT 503	CT 504	BELLEVUE	CT 521
Median Household Income	\$33,672	\$41,903	\$27,451	\$37,381	\$34,320	\$36,550	\$29,549
Per Capita Income	\$18,093	\$20,637	\$15,207	\$25,840	\$17,438	\$17,983	\$15,885
Population Living Below Poverty Level (%)	15.8	9.3	22.3	8.4	15.1	10.2	13.9

Source: 2000 US Census, American FactFinder

G. Employment and Labor Supply

In 2007, Campbell County had a labor force composed of approximately 46,763 individuals. Campbell County is a member of the Northern Kentucky Area Development District, along with Boone, Campbell, Kenton, Pendleton, Grant, Owen, Carroll, and Gallatin counties.

In recent years Campbell County has had lower unemployment rates than Kentucky and, until 2007, the nation. However, Campbell County has had higher unemployment rates than the Northern Kentucky area as a whole over this same period, as Table 5 shows.

TABLE 5 – UNEMPLOYMENT RATES

YEAR	US	KY	NORTHERN KENTUCKY	CAMPBELL COUNTY
2007	4.6	5.5	N/A*	5.0
2006	4.6	5.7	4.9	5.1
2005	5.1	6.0	5.1	5.5
2004	5.5	5.5	4.7	4.9
2003	6.0	6.2	4.9	5.1

*2007 data for Northern Kentucky was unavailable at the time of this document's preparation

Source: Kentucky Cabinet for Workforce Development, Kentucky Cabinet for Economic Development

H. Business, Manufacturing, and Industry

Most of Newport's commercial and industrial areas are located west of the project area. Though Bellevue's Fairfield Avenue commercial district is located to the east of the project area,

several Bellevue businesses are located within the project area. A Holiday Inn Express hotel, a Kroger grocery store, a Save-a-Lot grocery store, an automotive parts shop, a Big Lots discount store, Party Source liquor/specialty foods store, a large medical building housing a variety of doctor/dentist offices (Bellevue Medical Arts) and a variety of restaurants and other businesses are located in the vicinity of Donermeyer Drive and Riviera Drive on the Bellevue side of I-471. Riverfront Place and Wendling Printing Company are located along KY 8 in Newport. Shops, a movie theater, and restaurants comprising the Newport-on-the-Levee development are located along KY 8 to the southwest of I-471. A Comfort Suites Hotel and the South Shore Condominium development (a \$165 million dollar mixed used development with luxury condos, office space,

and a proposed marina currently under construction) are located on the north side of KY 8. Additional developments along the river include Harbor Green and Pavillion.

Table 6 contains a list of major industries located in Bellevue and Newport.

Residents of the project area primarily work in sales and office occupations and management, professional, and related occupations as Table 7, on page 17, shows. Project area residents also work in production, transportation, and material moving, as well as service occupations. Because of the urban nature of the project, very few are employed in farming, fishing, and forestry occupations.

TABLE 6 – MAJOR BUSINESS/INDUSTRY IN BELLEVUE AND NEWPORT

FIRM	PRODUCT/SERVICE	EMPLOYEES	YEAR EST.
<i>Bellevue</i>			
Kabtec, Inc.	Plastic laminated sink tops, furniture, and cabinets	6	1950
Liberty Plastics Molding Corporation, Inc.	Plastic injection molds, molding, and prototypes	12	2001
Thompson Enamel, Inc.	Enamelware	23	1997
<i>Newport</i>			
Fastemp Glass Company, Inc.	Glass products for automobiles and appliances	39	1981
Graphic Dimensions, Inc.	Continuous business forms and laser cut sheets	15	1987
Hi-Gear Company, Inc.	Industrial sweeper parts	14	1978
Humana, Inc.	Call center	219	2005
IPSCO, Inc.	Steel pipes and administrative office	280	1981
Louis Trauth Dairy, LLC	Milk, cottage cheese, ice cream, fruit drinks	275	1920
Multi-Craft Litho, Inc.	Offset printing, graphic and web design	53	1955
National Band and Tag Company	Animal identification tags	40	1902
River Metals Recycling, LLC	Scrap metal recycling	43	1988
Steinhauser, Inc.	Labels, promotional material, bindery	32	1905
Wendling Printing Company	Offset printing and binding, web press	63	1941
Xanodyne Pharmaceutical, Inc.	Headquarters	180	2001

Source: Kentucky Cabinet for Economic Development

TABLE 7 – EMPLOYMENT BY OCCUPATION (% OF THE POPULATION)

	KENTUCKY	CAMPBELL COUNTY	NEWPORT	CT 503	CT 504	BELLEVUE	CT 521
Management, professional, and related occupations	28.7	31.4	21.2	35.2	28.6	24.5	20.7
Service occupations	14.3	13.9	19.2	17.2	12.1	13.7	18.8
Sales and office occupations	25.4	29.9	28.1	23.7	24.2	32.4	29.1
Farming, fishing, and forestry occupations	0.9	0.2	0.2	0.0	0.5	0.2	0.0
Construction, extraction, and maintenance occupations	11.0	10.2	10.5	5.1	12.2	11.2	12.7
Production, transportation, and material moving occupations	19.7	14.4	20.9	18.9	22.3	18.1	18.8

Source: 2000 US Census, American FactFinder

I. Commuting Patterns

Newport and Bellevue residents have an average travel time to work of 22.3 minutes, which is a slightly shorter commute than the state average of 22.5 minutes. Residents of Campbell County (with a 23.9 minute commute) and Census Tracts 503, 504, and 521 (with a travel time to work of approximately 24 minutes) have slightly longer commutes than the state average.)

Approximately 14 percent of Newport residents (2,507 individuals) work outside Kentucky. In Bellevue, approximately 20 percent (1,335 individuals) work outside the state. Due to the proximity of these cities to Cincinnati/Ohio, it is likely that a large percentage of these individuals work in Ohio and utilize the Daniel Carter Beard bridge during their commute, which connects Newport and Bellevue to Ohio, including downtown Cincinnati and I-71 and I-75.

J. Agriculture

According to the *2002 Census of Agriculture*, Campbell County has a total of 467 farms with 14,957 acres harvested. The market value of production was \$5,853,00 in 2002, up 1 percent from 1997. Cropland accounts for most (56.8 percent) of land in farms. Staple crops are forage (land used for hay and haylage, grass

silage, and greenchop), soybeans, corn, and tobacco.

Due to the heavily urbanized nature of the project area, no farmland is located adjacent to the I-471 corridor through Newport or Bellevue.

III. PROBABLE IMPACTS

A. No-Conceptual

The No-Conceptual Alternate would make no changes to the southbound exit ramp or to I-471 and area roads. However, it does not meet the project's purpose and need as it will not reduce congestion on the Daniel Carter Beard Bridge or the southbound off-ramp of I-471.

B. Land Use Impacts

Depending on the alternative ultimately selected, land in the project area may need to be converted to highway right-of-way. Conceptual Alternative 1 will have the least land use impacts, as it proposes to remain primarily within the existing right-of-way. Conceptual Alternatives 2b and 5d propose to bisect Providence Park with new southbound off-ramps. These Conceptual Alternatives will also traverse the site of a proposed 10-unit landownership development on the south side of Nelson Place, where the road dead-ends at Providence Park. Both of these Conceptual Alternatives propose to tie-in to

Riviera Drive. Conceptual Alternatives 2b and 5d would remove the existing southbound off-ramp approach to Park Avenue and possibly convert the vacated right-of-way to a public park to offset the Section 4(f) impacts to Providence Park.

With the recent increase in riverfront development (both residential and commercial), these land use impacts are compatible with the project's goals of improved safety and decreased traffic delays in the area.

C. *Transportation and Accessibility*

Conceptual Alternative 1 will have the least impacts on transportation and accessibility. This alternative focuses on improving the existing ramp, as well as adding an additional lane to I-471 between the KY 8 and Memorial Parkway interchanges. This alternative may alleviate some through traffic congestion due to the addition of the new lane but will not alleviate as much congestion on the off-ramp itself. As very little will change along roadways in the vicinity of I-471, accessibility to local businesses and residents should not be impacted much.

Conceptual Alternatives 2b and 5d will have greater impacts on transportation and accessibility. As both of these alternatives propose two off-ramp destinations, those exiting from southbound I-471 will have the option to exit onto either KY 8 or Riviera Drive. By eliminating the Park Avenue exit, congestion from exiting vehicles will be eliminated at the KY 8/Park Avenue intersection. Traffic will be increased at the new Riviera Drive and KY 8 off-ramp (which, depending on the alternative ultimately selected, will be either just west of Linden Avenue or at the site of the northbound I-471 off-ramp).

Riviera Drive will experience greater impacts than KY 8 because Riviera Drive does not currently handle exiting I-471 traffic. Though Riviera Drive will have an increase in traffic due to the new exit, the roadway will be widened from

two to four lanes (two through northbound lanes, one turn lane, and one southbound lane) to accommodate the increase. Several businesses along Riviera Drive will have their access changed due to the roadway's reconstruction. Chase Bank and Frishes Big Boy Restaurant, which currently are accessible directly from Riviera Drive, will have their access reconfigured so that customers will access the establishments from Landmark Drive. Currently, customers of the businesses along Donnermeyer Drive are able to access these establishments from not only Donnermeyer Drive, but at two points along Riviera Drive as well. These businesses will be impacted as the reconstructed Riviera Drive will eliminate the entrance behind Donatos Pizza (though customers will still be able to access these establishments from Donnermeyer Drive, as well as Riviera Drive near the Save-a-Lot shopping plaza).



Riviera Drive at Site of Proposed Off-Ramp Intersection

Conceptual Alternative 2b will relocate one leg of the southbound KY 8 off-ramp from Park Avenue to the location of the northbound off-ramp (the northbound off-ramp will remain in this location as well). A second off-ramp leg will extend to Riviera Drive. Transportation and accessibility impacts should be less dramatic along KY 8 than Riviera Drive, because motorists have always been able to access KY 8 from the southbound off-ramp. None of the businesses along KY 8 appear to lose/change any access points. The

biggest impact will likely be to motorists wanting to cross the floodwall. The existing southbound off-ramp enables motorists to go straight to drive through the floodwall at the KY 8/Park Avenue intersection, but they will have to drive along KY 8 to reach an access point with this alternative. An additional new break in the floodwall is proposed for the South Shore development, scheduled for 2009 completion. Approval is pending at the time of this writing. Access to this property may be right-in, right-out only onto KY 8. Local traffic may benefit from Alternative 2b, as Newport residents traveling north on Park Avenue to access KY 8 will no longer have to yield to traffic coming off the existing off-ramp. Residents along Park Avenue between KY 8 and 3rd Street will see a significant reduction in traffic along their roadway. Access to "the Island" will be maintained at Linden Avenue.



Existing Dead End at Beech Street

Conceptual Alternative 5d will relocate one leg of the southbound KY 8 off-ramp from Park Avenue to the east side of I-471, just west of Linden Avenue. A second leg will extend to Riviera Drive. This alternative (as compared to Alternative 2b) has a greater impact on transportation and accessibility. Though motorists will still be able to access KY 8, traffic from the proposed off-ramp will only be able to make a left-hand turn at KY 8. Motorists trying to access establishments east of this interchange (including residents of the approximately two dozen "Newport Island" residences on Beech,

Linden, Second, and Third Streets) will have to exit onto Riviera Drive and access KY 8 from the KY 8/Riviera Drive intersection. This alternative proposes to reconstruct access to the "Newport Island" by re-opening Beech Street (which currently dead-ends at Wendling Printing). Currently, Linden Avenue is the only way in or out of this neighborhood.

Due to the nature of the project (interstate interchange reconstruction, where bicycling is illegal), bicycle lanes are not proposed along ramps. KY 8 is, however, a "shared" facility and will continue in this role. No dedicated bicycle lanes will be proposed on any of the interchange outfall streets.

D. Residential and Commercial Impacts

Several residences and businesses are located along KY 8 and Riviera Drive and will be impacted by construction. Only one structure appears to be acquired by the project: a vacant rental property on the west side of Linden Avenue that Conceptual Alternative 5d will convert to right-of-way. A building behind the Hannaford condominiums is also shown taken by Conceptual Alternatives 2b and 5d. This building is not believed to be used as housing and appears slated for nearby relocation with plans for a landminium development behind the Hannaford shown at its present location.



*Linden Avenue Residence to be Taken By
Conceptual Alternative 5d*

All Conceptual Alternatives' improvements to KY 8 will acquire parking space in front of the Bellevue Vets clubhouse. The corner parking lot to this facility will be acquired. Additionally, all improvements to Riviera Drive will acquire a portion of the hillside on or near the Bellevue Vets property. However, this land is not used for the athletic facilities. Further south, impacts to the Save-a-Lot Shopping Center are possible with infringements on one building (Alternative 2b).

Both Alternatives 2b and 5d have potential for impacting two other residences, one on the southeast corner of Lexington Avenue at Providence Way and one on the southwest corner of 3rd Street at Linden Avenue. These two residences will be indirectly impacted and are not likely to be acquired.

A right-of-way summary has not yet been completed. Therefore, the exact acreage for each parcel acquisition is unknown at this time. This information will be included in the Environmental Assessment.

Regardless of the alternative ultimately selected, all residents and businesses owners/employees will be affected by construction. The improvements along KY 8 and Riviera Drive (as well as portions of Park Avenue and 3rd Street should Conceptual Alternative 1 be selected) may cause portions of the roadway to be closed off and/or rerouted to allow for construction, which could cause travel delays. If Conceptual Alternatives 2b or 5d are selected (which propose major reconfiguration of the southbound off-ramp), motorists will have to adjust to the new routes, including the use of Riviera Drive to access residences or businesses east of the KY 8 off-ramp.

E. Farmland Impacts

The project is located within urban boundaries. Therefore, pursuant to the Farmland Protection Policy Act (7 CFR 658), the proposed project has no farmland impacts.

F. Environmental Justice

Pursuant to Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the project area was examined for any minority or low-income communities that may be impacted by the project. Executive Order 12898 ensures that minority and low-income populations do not bear a disproportionate share of high and adverse human health or environmental impacts by identifying and addressing the impacts a project will have on these communities.

As discussed previously in sections II.A and II.F (*Population and Growth Trends and Income and Poverty*), few minority or low-income individuals appear to be present in the project area. Bellevue has very few minority residents. Newport has a larger minority population, but it is still below the state average. There are no definable minority communities in the project corridor.

Of the census tracts studied, CT 504 and CT 521 have the most individuals below the poverty line. Still, these tracts contain fewer individuals below the poverty level than the state and city level. Newport's CT 503, the census tract with the most residential impacts, has a very low poverty rate compared to state, city, and county data. Care was taken in the field to identify any clusters of residences that may be housing low-income individuals. No such clusters were found. A review of Kentucky Housing Corporation data indicates that no Section 8 housing is located in the project area.

Based upon the above preliminary evaluation, the proposed project does not have environmental justice concerns.

G. Community/Neighborhood Impacts

The blocks of housing south of KY 8 and west of I-471 in Newport can be considered a community or neighborhood. The same can be said for the homes south of KY 8 in Bellevue. A smaller community is the "Newport Island," a cluster of approximately two dozen homes, Wendling Printing Company, and Covenant Christian Church, which is bordered by KY 8, I-471, and I-471's northbound on and off-ramps. This neighborhood "island" was created with the initial construction of I-471 in 1981 when the roads and homes connecting this area to the rest of the city were removed to allow the interstate to run between this area and the rest of Newport. The Newport Island residents, along with the residents at the end of the streets dead-ending into Providence Way, will be most impacted by construction of Alternatives 2b or 5d -- the additional southbound ramps proposed by these alternatives will bring traffic closer to these residents.

Several community features are present in the project area. The Newport Branch of the Campbell County Public Library and Newport High School are located adjacent to I-471 on the west. Bellevue High School's athletic fields and the Roger Klein Memorial Tennis Center are adjacent to I-471 on the east. A private preschool and kindergarten, Trent Montessori, is located along Park Avenue, just south of 3rd Street. Several churches are located west of I-471, in Newport. Covenant Christian Church is located at the corner of 2nd Street and Linden Avenue (in the Newport Island). First Church of Christ, Scientist and St. John's United Church of Christ are located along Nelson Place. Trinity Baptist Church is located on Park Avenue. Christian Tabernacle Church is located along Washington Avenue. Of these community

features, the ones most likely to be impacted are Covenant Christian Church, the Newport Library, and Newport High School. Conceptual Alternative 5d proposes to locate the new KY 8 exit ramp between I-471 and Linden Avenue. Conceptual Alternatives 2b and 5d propose to route both southbound off-ramps under the interstate, just south of the library. All Conceptual Alternatives propose to add a lane to southbound I-471, which will move traffic closer to the library as well as Newport High School (though the interstate is elevated 35 to 50 feet above the ground as it passes the library and high school.)

H. Section 4(f)

Section 4(f), as established by the US Department of Transportation (US DOT) Act of 1966 and amended in 1989 (49 U.S.C. Section 303), states that all park and recreation lands, wildlife and waterfowl refuges, and historic sites must be considered in transportation project development. Section 4(f) applies to all projects that receive federal funding or require approval by any agencies of the US DOT. It requires that an alternative that will use a Section 4(f) resource may only be selected if it can be proven that no other prudent or feasible alternatives exist, and that the selected alternative minimizes disturbance to the resource. In 2005, the act was amended to allow *de minimis* ruling in the event any impacts would not appreciably alter the attributes, features, or function of the resource.

Several Section 4(f) resources are present in the corridor, including the Mussman recreational complex, Providence Park, Mansion Hill Park, and Gateway Park. Newport's Mansion Hill and Gateway neighborhoods (known collectively as the East Row Historic District), and Bellevue's Fairfield Avenue and Taylor's Daughter's neighborhoods are listed on the National Register of Historic Places (NRHP) as historic districts. State Historic Preservation Office (SHPO) approval of the Area of Potential Effect

(APE) is pending. Thus, a determination has not yet been made on contributing or non-contributing structures to these historic districts. Impacts to any of these parks or contributing structures within the NRHP historic districts would constitute Section 4(f) impacts. Intrusion of an alternative within historic district boundaries, even if the alternative does not impact any structure, may be determined to be an Adverse Impact. Such determination is outside the scope of this baseline.

The ballfields and small playground area in the Bellevue Vets complex along Fairfield Avenue are exempt from Section 4(f) consideration, as it is a privately owned recreational area.

At present, the only known Section 4(f) resource that the project proposes to directly impact is Providence Park, a small park (approximately 1.8 acres) located between Providence Way and the existing I-471 southbound on-ramp. A trash can and several benches appear to be the park's only amenities, and, from observations made during the field visit, the park appears to be used primarily by people walking their dogs. Conceptual Alternatives 2b and 5d propose to convert a portion of this park to highway right-of-way. Conceptual Alternative 1 will not impact the park.



Providence Park

I. Section 6(f)

Section 6(f) of the Land and Water Conservation Fund Act (LWCFA) of 1965 (16 U.S.C. 4601-4) established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition and development. It set requirements for state planning and provided a formula for allocating annual LWCFA appropriations to the states. Section 6(f) concerns transportation projects that propose impacts to, or the permanent conversion of outdoor recreation property that was acquired or developed with LWCFA grant assistance, which is distributed by the Interagency Committee for Outdoor Recreation of the Office of the Interagency Committee in Washington, DC.

Any right-of-way taking from a public park that has received LWCFA funding is considered a Section 6(f) impact. A 6(f) impact requires coordination with, and approval from, the National Park Service and US Department of the Interior and the replacement of acquired property with an equal amount of adjacent property. Prior to a right-of-way taking from a park, the Kentucky Transportation Cabinet would be responsible for acquiring acceptable replacement property and transferring ownership to the park.

Though several parks in Newport and Bellevue have received LWCF monies for improvements, none of these parks are located within the immediate project area. Thus, no Section 6(f) resources will be impacted by the project.

J. Visual Impacts

I-471 and KY 8 through the length of the project corridor are not considered to be scenic roadways. As discussed earlier, the areas most likely to be impacted by the project (the Newport Island and homes adjacent to Providence Way), are already impacted by the nearby I-471 and its on and off-ramps. Wooden fences and a row of

shrubby along the roadway provide a visual and psychological barrier between these residents and the interstate. Conceptual Alternatives 2b and 5d will bring exit ramps closer to these residents. Depending on the results of the Traffic Noise analysis, noise barriers may be required at this location.

K. Construction Impacts

Construction for Conceptual Alternative 1 will primarily utilize existing alignments. Construction for Conceptual Alternatives 2b and 5d will, in addition to utilizing existing alignments, traverse land used as a public park and existing highway right-of-way. Traffic impacts along the existing alignments will likely include delays, congestion, and detours during construction.

KY 8 is already a heavily traveled thoroughfare, and construction will likely cause additional delays and congestion along this roadway as existing lanes are closed and traffic re-routed to allow for construction. The Party Source liquor and specialty foods store located at the KY 8/Riviera Drive intersection receives a lot of traffic, particularly on evenings and weekends (when congestion in the area is highest). Party Source is only accessible from Riviera Drive, so construction along Riviera Drive near Party

Source may lead to difficulty and delays in accessing this business. Though customers of the stores and restaurants in the commercial area roughly bordered by Donnermeyer Drive, Riviera Drive, and the two-way stop next to the Save-a-Lot grocery store can access these businesses from Donnermeyer Drive, motorists trying to access Chase Bank, Frishes Big Boy, Bellevue Medical Arts, or the Holiday Inn Express can only access these businesses from Riviera Drive. These customers may experience delays while trying to access these businesses during construction along Riviera Drive.

Additional short term, negative impacts of the project include increased noise, air pollution, sedimentation, and erosion. The increase in noise and air pollution are difficult to avoid, but the time of day that construction occurs can help minimize the disturbance. Conceptual Alternatives 2b and 5d will involve considerably more construction activities than Conceptual Alternative 1. Sedimentation and erosion impacts can be minimized through the implementation of Best Management Practices.

L. Summary of Socioeconomic Impacts

A summary of socioeconomic impacts by alternative is contained Table 8, below.

TABLE 8 – SUMMARY OF SOCIOECONOMIC IMPACTS BY ALTERNATIVE

IMPACT	CONCEPTUAL ALTERNATIVE 1	CONCEPTUAL ALTERNATIVE 2B	CONCEPTUAL ALTERNATIVE 5D
Residential Relocations	None	None	1
Environmental Justice Concerns	None		
Commercial Relocations	None		
Community/Neighborhood	None	Additional ramps will bring traffic closer to project area neighborhoods	
Section 4(f) Resources	None	Providence Park will be converted to highway right-of-way	
Section 6(f) Resources	None		
Farmland	None		
Construction	Short-term impacts (delays, congestion, detours) during construction phase.		

IV. MITIGATION

A. Residential Relocation Mitigation

Only Conceptual Alternative 5b proposes to acquire a residential property: the only structure on the west side of Linden Avenue in the Newport Island. This residence is a rental property, believed to be currently unoccupied. However, if this property is occupied during right-of-way acquisition, the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended, and relocation resources are available to the residential relocates without discrimination, in compliance with Title VI of the Civil Rights Act of 1968 and Executive Order 12898. All right-of-way acquisitions will also be conducted in accordance with the Kentucky Transportation Cabinet Division of Right-of-Way and Utilities' Relocation Assistance Program.

Due to the limited number of rental properties available in the Newport Island, it is uncertain whether any future occupants of the structure that will be taken by the project will be able to find replacement housing within the Newport Island. However, as the structure is currently vacant, it can be assumed that future residents relocated by construction would likely not have long-standing ties to this community. Newport has a 9.2 percent rental vacancy rate, thus any renters who may be occupying this structure should be able to find housing within the city. A search for available rental property (homes and apartments) in the *Cincinnati Enquirer* revealed multiple properties are available for rent in the city, with rents ranging from \$380 to \$1,750 per month. It is not anticipated that any projects in the area will prevent future occupants from finding housing in the city. It is not anticipated that Last Resort Housing Funds would have to be used.

The following agencies are available to assist with housing or loan issues:

- Kentucky Transportation Cabinet, Division of Right-of-Way and Utilities
- HUD Housing Counseling for Homebuyers and Renters
- Social Security Administration
- National Housing Conference
- Kentucky Housing Corporation
- Area banks and mortgage lenders

B. Section 4(f) Mitigation

Conceptual Alternatives 2b and 5d propose to bisect Providence Park (which is approximately 1.8 acres in size) with the new southbound exit ramp. In addition, these alternatives will cross into the Mansion Hill historic district boundaries. A 4(f) resource may not be impacted unless there is no prudent or feasible avoidance alternative. Because analysis of all environmental subject matter areas is not complete, it is not possible at this time to determine what mitigation measures would be selected should Conceptual Alternative 2b or 5d be selected. That information will be presented in the Environmental Assessment.



Homes in the Mansion Hill Historic District

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2526 Regency Road, Suite 180
Lexington, Kentucky 40503

www.thirdrockconsultants.com

Ph: 859-977-2000
Fax: 859-977-2001