PROJECT TIMELINE
The project is expected to begin construction in early 2021. Construction is expected to require 12 months and be complete by early 2022. Many factors go into developing a schedule for construction of a project of this size. In addition to providing time for data collection, project design, and quality control review, the schedule must also provide for public involvement, environmental review, environmental permitting, right-of-way negotiations, and utility relocations.

No final decisions regarding any proposed improvements have been made at this time. The City of Kettering is seeking public input in order to ensure the best possible decisions are made for our community. We welcome your input and encourage you to provide comments.

PUBLIC COMMENTS
To provide comments, you may return the comment form included in this packet in person at the public meeting or by mail to the addresses on the comment form. You may also call or email one of the individuals listed below, or you may send a letter to the address below. Please reference Ridgeway Road Bridge Replacement in any emails or letters. Comments are requested no later than May 10, 2019.

City of Kettering
3600 Shroyer Road
Kettering, Ohio 45429
www.ketteringoh.org

Contacts
City of Kettering
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Tricia Bishop
District 7 Environmental Coordinator
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RIDGEWAY ROAD BRIDGE REPLACEMENT

PROJECT OVERVIEW
The City of Kettering is planning for the replacement of the Ridgeway Road Bridge over West Dorothy Lane. The replacement bridge will be similar to the existing bridge and will be capable of carrying vehicles, bicyclists, and pedestrians. It will also include a public art component installed as part of Kettering’s CitySites public art program.

PROJECT HISTORY
The Ridgeway Road Bridge was originally constructed in the mid-1960s with the widening and improvements to West Dorothy Lane. The existing bridge was rehabilitated in 2005 with improvements to the bridge’s superstructure (beams, deck, railings), but only minor improvements were made to the bridge support structures. The support structures, as well as several beams that were not replaced in 2005, have been showing signs of advanced deterioration. The existing bridge has exceeded its 50-year expected service life.

Knowing that the bridge would be in need of replacement in the near future due to the advancing structural deterioration, the City of Kettering began a process in 2017 to conduct significant citizen engagement efforts to collect feedback on project alternatives. Those alternatives included replacement of the existing bridge with a similar bridge capable of carrying all modes of traffic (motor vehicles, bicyclists, and pedestrians); a smaller bridge for only bicyclists and pedestrians; and removing the bridge completely and not replacing it. The desire to replace the existing bridge with a similar bridge was very strong among the citizens who responded to the engagement efforts. Many concerns about the safety of crossing Dorothy Lane, additional traffic on adjacent side streets, and access to Hills and Dales MetroPark were voiced as part of the citizen engagement efforts.

After the citizen engagement process was completed in late 2017, Kettering City Council directed city administration to pursue grant funding for the purpose of reconstructing the Ridgeway Road Bridge for all modes of traffic.

In summer 2018, the City of Kettering applied for and obtained grant funding from the Ohio Department of Transportation’s (ODOT) Municipal Bridge Program. ODOT will fund 95% of the construction cost to replace the existing bridge, up to $2,000,000.

PROJECT NECESSITY
The purpose of the project is to address the deteriorated condition of the existing bridge in a manner that maintains mobility for all users while enhancing aesthetics. The existing bridge is considered structurally deficient due to advanced deterioration in several of the bridge beams and supporting structures. Due to its deteriorated condition, the bridge was recently posted for emergency vehicle load restrictions. The existing bridge also has a substandard vertical clearance of 14’-6” over West Dorothy Lane. The current design standard for bridge vertical clearance is 15’-6”. Replacement of the existing bridge allows Ridgeway Road to remain an effective component of the regional transportation system, while also allowing the bridge to enhance the area’s aesthetics and provide a destination for residents and visitors.
program is a “percent for art”

Public Art Committee has established
also improve sight distance at the intersection of

to meet current design standards. The project will
higher vertical clearance over West Dorothy

The current total estimated project cost is $3,025,000.
The current estimated cost to replace the bridge, including engineering design and right-of-way costs, is $2,675,000.
The project will not include dedicated bicycle facilities. Given the low traffic of the bridge and no history of pedestrian/motor vehicle crashes, the Cities of Kettering and Oakwood are not currently considering installation of sidewalks on Ridgeway Road.

The project will include dedicated bicycle facilities. Given the low traffic of the bridge and no history of bicycle/motor vehicle crashes, dedicated bicycle facilities are not warranted.

The City of Kettering, through the CitySites Public Art Committee, is contracting with an artist to design and fabricate a public art project that will be installed as part of the bridge replacement project.

The CitySites Public Art Committee has established several goals for the Ridgeway Road Bridge public art project. The artwork should be a signature piece for the Kettering community and enhance the experience of both the travelers along Ridgeway Road and West Dorothy Lane, as well as the residents in the surrounding neighborhoods. The artwork should relate to the surrounding environment; be properly scaled to the surroundings; and appeal to a mass audience. The materials used in the artwork must be able to withstand extreme weather and heavy traffic, and be structurally sound to require low upkeep and minimal maintenance costs. It is desirable for the artwork to be visible both day and night.

We anticipate that the artist will attend the public meeting on April 4 so that those interested in the public art installation will have an opportunity to share comments. Since it is still very early in the creative process, renderings of the proposed artwork will not be available at the time of the public meeting. We will provide project updates and renderings as the design of the bridge progresses and the proposed artwork concept is finalized.

Kettering’s CitySites program is a “percent for art” program, where 1% of the City’s annual Capital Improvement Program expenditures are set aside for future public art projects. The funds that are set aside for this program can only be used for public art projects and cannot be used for transportation maintenance projects. The program recognizes artistic excellence, accessibility to the arts, and the positive impact creativity has on our community. For more information about the CitySites program, please visit www.playkettering.org/citysites.

Minor temporary right-of-way will be required on the north side of the bridge to allow for the proposed improvements and for construction access. The replacement bridge and related improvements will be contained within existing right-of-way limits.

AFFECTED PROPERTY OWNERS will be contacted at a later date to discuss the right-of-way needs, the acquisition process, and property owner rights under this process. The project team will strive to minimize disruption to adjacent property owners and access to all private properties will be maintained throughout construction. To accommodate construction activities, Ridgeway Road will be closed at the bridge site, along with Wadsworth Court between Ridgeway Road and Hillside Avenue. Ridgeway Road traffic will be detoured around the construction area. Access to Hillside Avenue will be maintained throughout the project. Traffic on West Dorothy Lane will be maintained throughout construction, but temporary overnight or weekend closures are anticipated for demolition of the existing bridge and for placement of the beams for the new bridge.

A historic contribution assessment for the project is required. As part of the environmental review of this project, impacts to utilities are expected to be limited to the privately-owned storm sewer within the project area. If private utilities are found to require relocation, these relocation costs may occur several months prior to the actual project start.

As part of the environmental review of this project, the project team will be responsible for identifying and evaluating the potential to affect historic properties. The project team will be responsible for identifying and evaluating the potential to affect historic properties. While the project area does not include any properties identified as eligible for the National Register of Historic Places, the project team recognizes that many homes in the area are older and of distinctive design. If you are concerned that the project will affect historic properties and would like to comment on our decision-making regarding historic properties, please complete the section of the comment form titled “Section 106 Consulting Party Status.”