

## 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

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### Contacts

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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.



## PROJECT COORDINATION

The Ohio Department of Transportation (ODOT), as stewards of the Municipal Bridge Program funds, will provide oversight of the project. The City of Kettering is responsible for managing the design and construction of the project. The City has contracted with an engineering design consultant, EMH&T, to perform the bridge design and construction plan preparation for the project. The City is also contracting with an artist specializing in infrastructure artworks created in collaboration with the community, who will design and fabricate the public art component of the project. Since Oakwood residents will also be impacted by the bridge replacement project, coordination with the City of Oakwood will occur throughout the project.

## PROJECT FUNDING

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 public art component of the project has been budgeted at \$350,000, of which \$250,000 will be spent on the artist's contract to design and fabricate the artwork. ODOT Municipal Bridge Program grant funds will cover 95% of the bridge replacement costs, up to \$2,000,000. The public art component will be funded through the *CitySites* Public Art fund. The remaining funds for the project will come from the City's Capital Improvement Fund, though the City will continue to seek additional outside grant funds for the project.

## PROJECT DESIGN

The replacement bridge will be similar in design to the existing bridge, though it will be a more cost-effective single-span bridge instead of the current three spans. The replacement bridge will also have a higher vertical clearance over West Dorothy in order to meet current design standards. The project will also improve sight distance at the intersection of Ridgeway Road and Wayside Court.

The bridge serves, and will continue to serve, as a destination for pedestrians and bicyclists, especially with the planned improvements and artwork planned for this location. For this reason, sidewalks will be constructed on both sides of the bridge to provide safe access for pedestrians. Also, a new sidewalk connection from West Dorothy Lane and Hillside Avenue will be constructed on the north side of Wayside Court, to allow for an improved pedestrian pathway from West Dorothy Lane to Ridgeway Road. Given the low traffic on the roadway 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 not 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.

## PUBLIC ART

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](http://www.playkettering.org/citysites)

## PROJECT IMPACT

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 Wayside 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.

Lawn areas within the construction limits will be disturbed, but will be reseeded prior to finalization of the project. Vegetated areas on the north side of the bridge will require some clearing to accommodate construction, but the amount of vegetation to be cleared will be minimized as much as possible. Some vegetation on the south side of the bridge will be removed to improve traffic sight distances. Future landscaping improvements on the south side of the bridge are anticipated once the project is complete, but have not been determined at this time.

Impacts to utilities are expected to be limited to the publicly-owned storm sewer within the project area. If private utilities are found to require relocation, these relocations may occur several months prior to the actual project start.

## HISTORIC PROPERTIES

As part of the environmental review of this project, required due to the use of Federal funds through ODOT's Municipal Bridge Program, the project will be evaluated for its 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."

