



Brent Spence Bridge Corridor Project Aesthetics Committee Meeting Summary January 31, 2023

Introduction

The Brent Spence Bridge (BSB) Corridor Aesthetics Committee meeting was held on January 31, 2023 from 10:00 am to 11:45 am. The meeting was held at the Ohio Department of Transportation ARTIMIS building located at 508 West Third Street. Invitations to the meeting were sent to Project Advisory Committee (PAC) and Aesthetics Committee members via email on January 6, 2023 (see Attachment 1). Attendees at the meeting included Aesthetics Committee members, PAC members, the project team, and other stakeholders. A list of attendees is included in Attachment 2.

Presentation

The meeting format included a formal presentation by Mark Becherer and Jodi Heflin (HNTB). The project team responded to questions posed by attendees members both during and after the presentation.

A summary of the presentation is provided below. A copy of the presentation is included in Attachment 3.

1. Introductions

- a. Mark Becherer (HNTB) opened the meeting, and attendees shared their names and the organization they represent.

2. Project Overview

- a. Overview of key project elements in Ohio and Kentucky, including the existing BSB and the new companion bridge.
- b. The project will be constructed in three phases. Phases I and II (northern two miles in Ohio) are traditional design-bid-build projects. Phase III, which includes the new companion bridge, is following a progressive design-build process.
- c. Overview of progressive design-build.
- d. A draft RFP for design-build teams was released in January. The final RFP will be released in February. The design-build team will be announced in May. Public hearings will be held in July/August, and the supplemental Environmental Assessment will be finalized in October. Groundbreaking on Phase III will occur in late 2023, with substantial construction beginning in 2024 and completion estimated for 2029.

3. Aesthetic Committee Overview and History

- a. The Aesthetic Committee was established in 2005 as a subcommittee to the Project Advisory Committee to provide input on aesthetics for the overall corridor, the new companion bridge, and the existing BSB.



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- b. Six meetings were held, and a survey was completed from 2005 to 2010.
 - c. Aesthetic Design Guidelines were developed for the project in 2011.
 - d. The project was evaluated in an Environmental Assessment, and the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) in 2012. The project team is currently preparing a supplemental Environmental Assessment to give updates on what has changed since 2012.
 - e. The FONSI selected two potential bridge types for the new companion bridge:
 - i. Arch bridge, simply supported with inclined arch ribs
 - ii. Cable-stayed bridge, two towers with vertical legs/towers
 - f. The FONSI also stipulated that the bridge height would be at least 300 feet above the Ohio River but no higher than 420 feet. This was to ensure the bridge was visible because the existing bridge was to remain and to protect the viewshed in historic areas surrounding the bridge.
 - g. Renderings of both bridge types from 2012 were shared. The renderings showed a middle support which will not be required because the width of the bridge has been reduced.
4. Aesthetic Committee Recent Activities
- a. The Aesthetics Design Guidelines identified a “Rivers and Hills” corridor theme. Since then, it was decided that the Ohio River is a prominent boundary, and both states can work independently to develop aesthetic plans while coordinating to make sure aesthetic treatments in the corridor do not clash.
 - b. ODOT has been meeting with a subcommittee to discuss aesthetics in the Ohio portions of the corridor. One meeting was held in June, and another will be held later today. ODOT is following the process set out in their statewide Aesthetic Design Guidelines.
 - c. KYTC has held three meetings with a Covington subcommittee and two meetings with a subcommittee for Fort Wright, Fort Mitchell, and Kenton County. KYTC has hired QK4 and Human Nature to help develop aesthetic guidelines for the Kentucky portions of the corridor.
 - d. Subcommittees are providing feedback about aesthetic treatments for piers, abutments, retaining walls, and noise walls; lighting; streetscapes; landscapes; and city gateways.
5. Ohio River Bridges
- a. The design has not progressed sufficiently to make decisions on the bridges. The Aesthetics Committee will be engaged in the future to provide feedback on items such as bridge lighting, color, tower/pier texture and color, railing, fence, roadway lighting, and gateways between Ohio and Kentucky.
 - b. The design team is interested in opening up some of the decisions about the new companion bridge. The required elevations are set at no less than 300 ft and no more than 420 ft above the river. These will not change. However, more flexibility is required for the bridge type to allow the design-team to pursue innovative and cost-effective designs to the greatest extent possible. For the arch bridge, the design team would like to remove the requirements for it to be simply supported with inclined ribs and just state that it will be an “arch bridge.” For the cable-stayed



bridge, the design team would like to remove the requirements for two vertical towers and just state that it will be a “cable-stayed” bridge.

- c. ODOT and KYTC will still work with the design-build team to ensure an iconic, aesthetically pleasing bridge is ultimately built.
- d. Recent renderings of the arch bridge type were shared.

Discussion

The following comments and input were provided during and after the presentation:

- Lighting of the bridge will be critically important. Clarification was requested as to why only up-lighting would be permitted.
 - Lighting is anticipated to be a key element in the bridge aesthetics. The entire bridge can be lit, but lights cannot shine down into the navigation channel of the Ohio River because they would be a safety concern for barge traffic. The lighting on the bridge will need to take into account considerations for the navigation channel, the roadway, and safety.
- In favor of making the allowable bridge types more flexible so that the designers are not locked into a design.
 - Once the design-build team (DBT) is selected, their first task will be to develop a proof of concept. The DBT will propose a bridge type, the project team will make the selection on the bridge type, and then the DBT and the project team will present options to the Aesthetics Committee.
- Does Ohio have a separate consultant for aesthetics?
 - No. In Ohio, ODOT is following its statewide aesthetics process. KYTC does not have an established process, so they’ve hired a consultant to help develop aesthetic guidelines in Kentucky.
- Stefan Spinosa (ODOT project manager) asked if there was any opposition to opening up the bridge types.
 - No opposition was offered.
- Stefan Spinosa asked if there was feedback on the shape of the towers if a cable-stayed bridge was selected.
 - The towers should have a unique design, be beautiful, and serve as a prominent gateway between Ohio and Kentucky.
- Creating a signature bridge is very important, particularly because this is the entrance to Kentucky and Ohio.
- Will there be time to get feedback on aesthetics with such an aggressive schedule?
 - The DBT will be working quickly. There will need to be quick turnaround for Aesthetic Committee feedback, but it will be incorporated into the process and project schedule.



Next Steps

- The project team will distribute minutes of this meeting.
- The project team will keep the public informed through e-newsletters and other communications.
- The minor revisions to the bridge types will be addressed in the supplemental EA, and the public will be invited to give feedback during the public hearing process.
- Once completed, updated renderings of the cable-stayed bridge will be distributed to the committee.
- Meetings will be scheduled with the DBT when the design has progressed to the appropriate stage.
- Questions can be emailed to Mark Becherer: mbecherer@hntb.com.

Comments

Members of the Aesthetics Committee were provided 30 days to comment on the meeting summary. The following comments were received (see Attachment 4):

1. Comment:

Thanks for taking time to listen to my comments at the meeting in January regarding the view of the bridge from multiple points. Possibly a view shot from Covington Landing and our Riverfront might be a better perspective.

I have provided two photos from the web that represent concepts that might be considered by the aesthetics and design committee for our new bridge which are statement structures. Both of the designs below brings into context the existing construction of the Brent Spence bridge structure and integrates our John A. Roebling Suspension Bridge the ICON of Cincinnati.

I feel the arch is an odd contrast to our existing bridge. The two column suspension is quite plain and do not make an entry to our communities statement.



Response:

An extensive bridge type selection process was undertaken by the project team that included public involvement and input from the Aesthetics Committee. The arch and cable-stayed bridge types were identified through that process. The Executive Summary of the process can be viewed here: <https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Bridge-Type-Selection-Executive-Summary-1.pdf>.



As the project progresses, ODOT and KYTC will work with the design-build team and the Aesthetics Committee to ensure the new companion bridge will be an iconic, aesthetically pleasing structure. Additional renderings of the proposed bridge from different views will be prepared during the design-build phase of the project.



[Attachment 1: Invitations](#)

From: Mark Becherer
Sent: Thursday, January 5, 2023 2:17 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Brent Spence Bridge Corridor Ohio Aesthetic Committee Meeting

All – Thank you for agreeing to join or continue serving as a member of the Brent Spence Bridge Corridor Aesthetic Committee. As the project continues to move forward; most recently with the \$1.6B grant award; we look forward to reconvening this committee to provide assistance and input on the project corridor’s vision. The overall goal of the aesthetic committee is to provide recommendations to the project team on aesthetic treatments/vision and to communicate decisions back to their respective agencies and constituents.

The overall committee includes all on this email. Subcommittees; as needed; will also be formed. The first subcommittee formed is for the Ohio corridor and approaches. In the next day or two you will be receiving a hold the date invite or invites to the entire committee meeting, and for those involved an Ohio sub-committee meeting. The corridor wide meeting has both in-person and virtual options. The Ohio sub-committee meeting is planned to be in person, with a virtual option also being provided if needed. We are currently looking at the morning of January 31 for the overall committee meeting and the afternoon of the same day for the Ohio subcommittee meeting. More details; including a draft agenda; will be in the invites.

Don’t hesitate to give me a call or email if questions. We look forward to continue partnering with you in developing and delivering this exciting investment in Southwest Ohio and Northern Kentucky.

Thanks.

Mark Becherer
Vice President

HNTB CORPORATION

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**

Subject: Brent Spence Bridge Corridor Aesthetic Committee Meeting
Location: ODOT Artimus Building 508 W 3rd Street Cincinnati, Oh

Start: Tue 1/31/2023 10:00 AM
End: Tue 1/31/2023 11:30 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Mark Becherer

Required Attendees



Optional Attendees:rcod

All – As per the email you received yesterday this is an invite to a corridor wide Aesthetic Committee Meeting for the Brent Spence Bridge. The meeting is intended to be a virtual meeting. The project team will be in person at the ODOT Artimus Building if anyone prefers joining in person. Again, thank you for agreeing to participate on this committee. A draft agenda is attached.

Let me know if any questions.

Thanks.

Mark Becherer
Vice President

HNTB CORPORATION

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 255 733 634 873

Passcode: 4YyXKT

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Join with a video conferencing device

hntb@m.webex.com

Video Conference ID: 111 103 512 7

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-553-2644,628630149#](#) United States, Los Angeles

Phone Conference ID: 628 630 149#

[Find a local number](#) | [Reset PIN](#)

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Attachment 2: Attendees

Angie Strunc, City of Cincinnati Department of Transportation & Engineering

Michael Schuster, Michael Schuster and Associates

Jain Krutarth, Champlin Architecture

Katie Eagan, Cincinnati USA Regional Chamber

Mark Becherer, HNTB

Jodi Heflin, HNTB

Andrew Wilhoite, City of Covington

Joshua Wice, Planning and Development Services of Kenton County

Stefan Spinosa, ODOT

Stacey Hans, KYTC

Bryan Williams, City of Cincinnati Urban Planning

David Okum, Hamilton County Regional Planning Commission

Eric Beck, Hamilton County

Mark Policinski, Ohio-Indiana-Kentucky Regional Council of Governments

Matt Jones, Cincinnati Business Committee

Jack Weiss, Cincinnati Bulk Terminals

Heather McColeman, ODOT

John Seibert, University of Cincinnati

Tommy Arnold, ODOT

Keith Smith, ODOT

Tammy Campbell, ODOT

Robert Koehler, Ohio-Indiana-Kentucky Regional Council of Governments

Gary Valentine, KYTC

Adam Johnson, FHWA

Jeremy Worley, Northern Kentucky Tri-ED

Timothy Long, FHWA



Kristopher Stone, Boone County Arboretum

Mimi Rasor, Rasor Communications

Amy Clay, Rasor Communications

Blake Finley, Cincinnati Bengals

Joseph Smithson, ODOT

Scott Stone, FHWA,



[Attachment 3: Presentation](#)

BRENT SPENCE
BRIDGE CORRIDOR



AESTHETIC COMMITTEE MEETING
BRENT SPENCE BRIDGE CORRIDOR &
RIVER CROSSING

January 31, 2023



INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.
brentspencebridgecorridor.com



Agenda

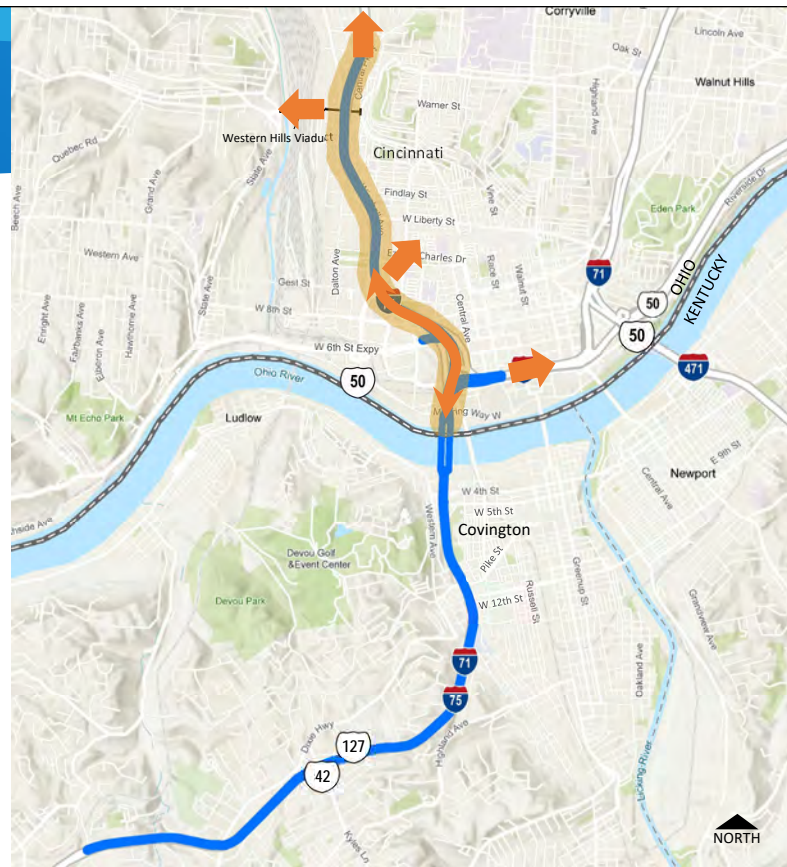
- Introductions
- Overview
- History
- Recent activities
- Ohio River bridges
- Schedule
- Comments and input



Overview

Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into Mill Creek Expressway-Hopple Street Interchange project
- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E



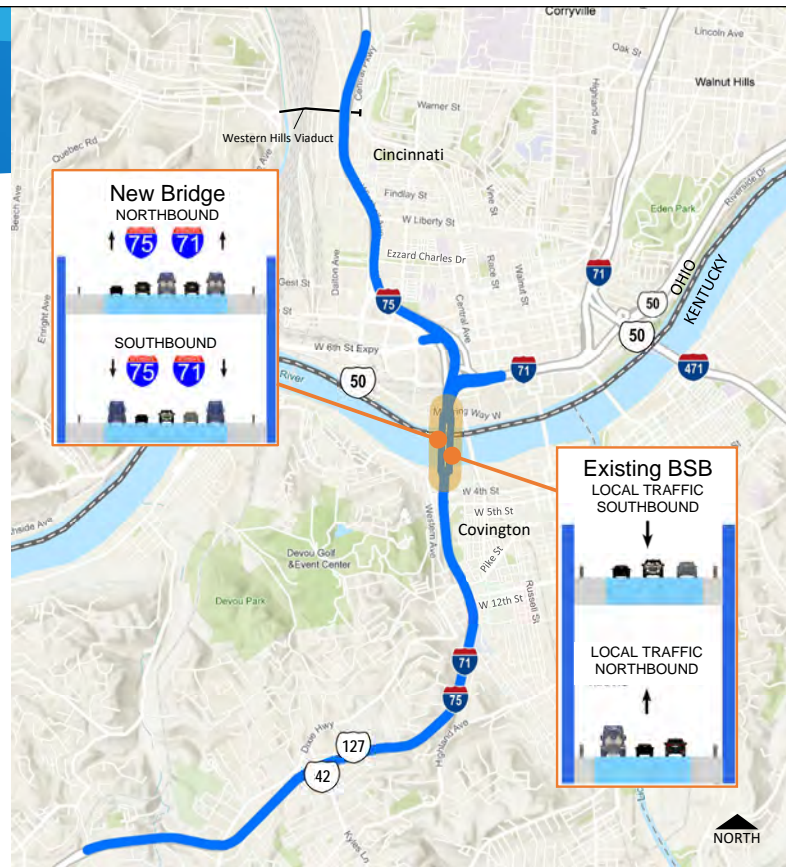
Note: Individual project elements will come in with click (marked by #).

In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. (#) Beginning near Ezzard Charles Drive, a collector-distributor system will be added to connect I-75 traffic to and from the local street network and US-50 West. (#) In the north, it will tie into the recently completed Mill Creek Expressway-Hopple Street Interchange project. (#) The project will rebuild the I-75 interchange at the Western Hills Viaduct and tie into the new bridge replacement project being developed by the City of Cincinnati and Hamilton County. (#) A new northbound exit will be built at Ezzard Charles Drive to improve access to Union Terminal, TQL Stadium, and Over-the-Rhine. Lastly, it will connect to I-71 and US-50 East.

Overview

Brent Spence Bridge

- New double-decker companion bridge
 - 5 lanes each deck
 - Carry through (interstate) traffic
- Rehabilitate and reconfigure existing bridge
 - Three lanes each deck
 - Increased inside/outside shoulders
 - Carry local traffic



Note: Bridge details will come in with click (marked by #).

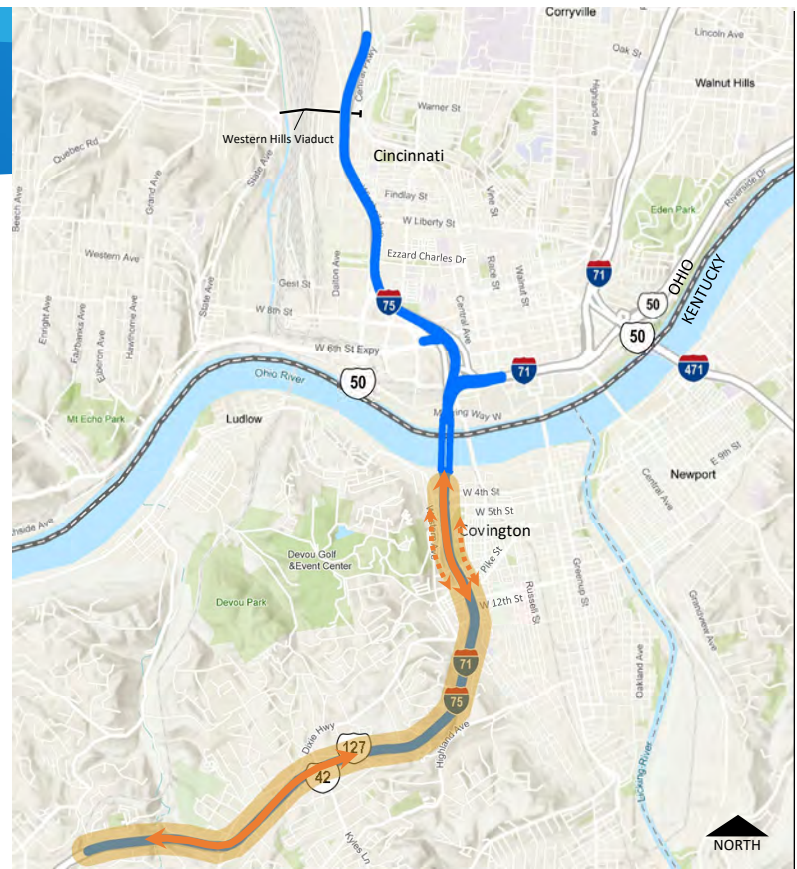
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing bridge will carry local traffic only.

Overview

Kentucky

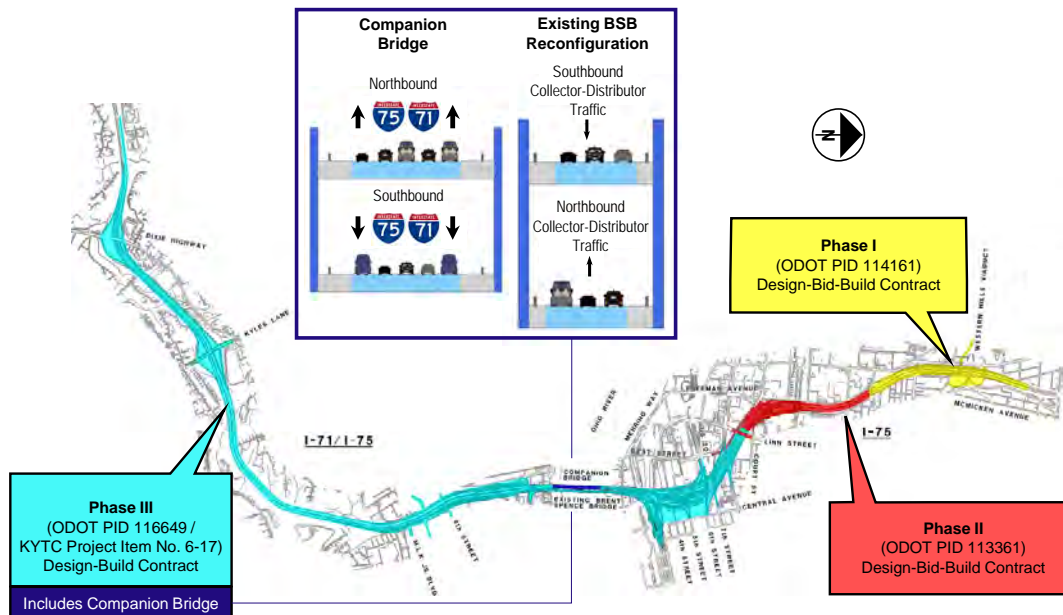
- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



Note: Project details will come in with click (marked by #).

In Kentucky, the project will reconstruct and widen I-71 and I-75 and rebuild all overpass bridges and interchanges. (#) The project will also extend existing frontage roads connecting 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound to improve connectivity in Covington. (#) A collector-distributor system will also be built beginning northbound at 12th Street to connect interstate traffic to and from the local street network. (#) Lastly, collector-distributor lanes will be built from south of Dixie Highway and north of Kyles lane to reduce the need for traffic to weave between ramps and the through lanes on the interstate.

Recent Activities



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The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Findlay Street to the north. It is currently under design with construction expected to begin in 2028. Although, the construction time frame may adjust based on on-going coordination with the City's Western Hills Viaduct Project. Phase II (shown in red) will stretch from Linn Street to Findlay Street. It is also currently under design with construction expected to begin in 2025. ODOT has already coordinated with the City and the Ohio aesthetics subcommittee for Phases I and II.

Phase III (shown in blue) covers the remainder of the corridor, including the new companion bridge. It will be built under a progressive design-build contract which will begin in 2023. Today's meeting focuses on the river crossings and the overall corridor.

Overview

Progressive Design-Build

- Selection based on qualifications and pricing approach
- Offsets construction market uncertainties
 - Inflation
 - Supply chain
 - Availability of materials
- Prices materials closer to construction
- Provides more opportunities for outreach
 - Local agency coordination
 - Traffic management plan
 - Maintenance of traffic
 - Incident management plan
 - Aesthetics

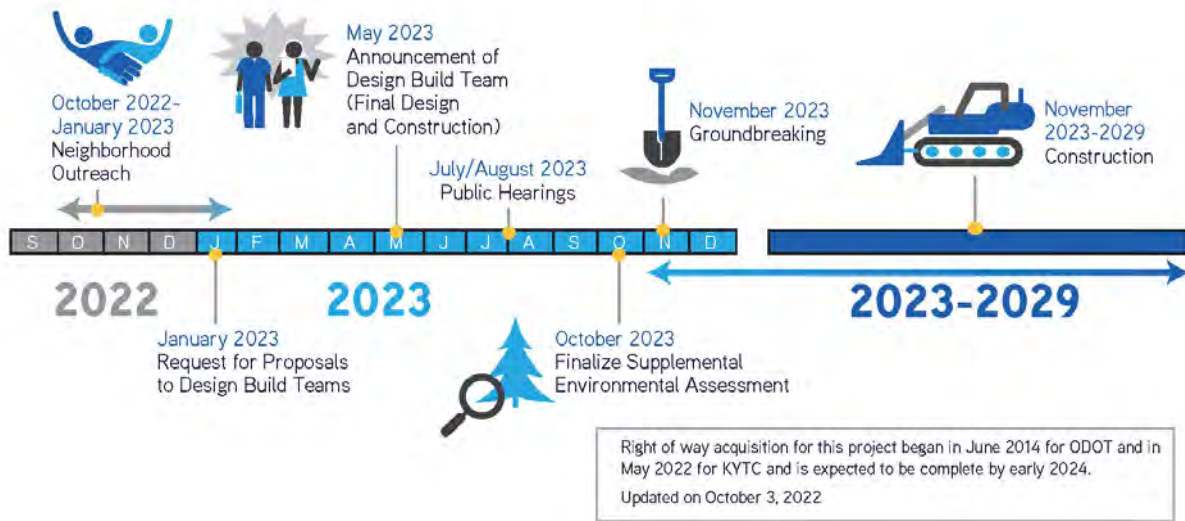
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The decision to move forward with the Progressive Design Build Procurement will allow ODOT and KYTC to meet our goal of having a Design Build Team selected and project groundbreaking in 2023, with construction activities expected to begin in earnest in 2024.

The Design-Build Team will be selected based on qualifications while considering their pricing approach rather than qualifications and just a fixed or lowest bidder price. It also brings more certainty to the project delivery process and eliminates several uncertainties for those seeking to bid on the project, such as the effects of inflation, supply chains, and availability of materials. It also prices materials closer to construction allowing for more accurate cost estimates.

PDB allows the project team to work collaboratively with the Design Build Team to identify cost-effective solutions that meet the goals of the project and community. Opportunities will be available for local communities and agencies to provide feedback as the Project Team finalizes details for items such as traffic management, maintenance of traffic, incident management, aesthetic design treatments, streetscapes, landscapes, and gateways.

Schedule



This slide shows the project schedule from today to the completion of construction. The next meetings for the Project Advisory Committee and the full Aesthetic Committee are anticipated in July/August, before the public hearings.

Overview

Aesthetics committee

- Established in 2005
- Subcommittee of the Project Advisory Committee
- Provide local input on design and aesthetic appearance
 - Overall corridor
 - Main span of the new companion bridge
 - Rehabilitated Brent Spence Bridge
- Community and agency representatives
- Focus on pattern, color, texture, shape, lighting, and landscaping



BRENT SPENCE BRIDGE PROJECT AESTHETIC COMMITTEE CHARTER



The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are equally aware of the community's desire to provide for an aesthetically pleasing corridor through the City of Cincinnati, Ohio and Covington, Kentucky. Because ODOT and KYTC also believe that transportation projects can be attractive as well as safe and efficient, the Brent Spence Aesthetic Committee shall be established. The States are looking for a context sensitive solution that involves a collaborative, interdisciplinary approach in which citizens and agencies are part of the planning and design team. Context sensitive solutions ask questions first about the need and purpose of the transportation project, and then address equally safety, mobility, and preservation of scenic, aesthetic, historic, environmental, and other community values. The Aesthetic Committee is tasked to provide assistance to the transportation agencies and the project Advisory Committee in achieving a desirable result.

The Aesthetic Committee shall provide assistance and input on the project corridor's vision, and shall be guided by the following general tenets:

- The committee shall provide aesthetic guidelines and recommendations. Design decisions shall be made by the agencies and advisory committee.
- Decisions need to be fiscally realistic, and capable of being implemented.
- Safety shall not be compromised.
- All design standards with regards to lighting, signing, and geometry shall be followed.
- Bridge structure types will be selected in accordance with current ODOT and KYTC requirements. The Aesthetic Committee will provide input on the aesthetic treatments of the selected alternatives.
- Aesthetic treatments shall focus on pattern, color, texture, shape, lighting, and landscaping as opposed to adding extraneous elements solely for the sake of appearance.
- Funding considerations shall include initial costs and future maintenance costs.
- Aesthetic improvements can be achieved with minimal response in appropriated construction cost, typically a cost of 1% of the total construction cost is allowed for aesthetic treatment.
- The States shall have final authority over inclusion of aesthetic treatment for funding. Additional sources of funding may be developed by the committee to supplement the funding provided by the states.

Committee Membership and Roles:

The committee shall be made up of representatives from various community groups and organizations from both States. In addition, the Transportation agencies and the project construct Project Team shall also be represented. The size of the committee is limited to twenty-five members to facilitate productive meetings. The membership list for this committee is attached. The Aesthetic Committee shall be a subcommittee to the project Advisory Committee. Because of this structure, the Aesthetic Committee shall be chaired by an individual representing one of the members of the Advisory Committee. The Project Team has selected The City of Cincinnati Architect to chair this committee. The Advisory Committee Membership list is also attached to this charter.

The Aesthetic Committee Members shall be responsible for developing the vision for the project and associated goals, developing methods to reach consensus on the aesthetic vision, provide recommendations to the project team on aesthetic treatments, communicate decisions back to their respective agencies/units/depts, and identify project issues and community values. The Project Team shall be responsible for developing the schedule for the project as well as determining specific goals for aesthetic committee input. The Project Team is also tasked with ensuring communication between the Aesthetic Committee and Advisory Committee as required. In addition, the Project Team will be responsible for documentation of meetings, recommendations, and decisions of all issues with respect to the committee and project.

Decision Making Process:

The Aesthetic Committee shall operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor a decision, but merely that they can "live with it." In the absence of consensus, a super majority of three-quarters of the members present is required for approval of an administrative recommendation. Participation in the aesthetic committee is limited to its members. All meetings are open to the public, and non-members shall attend as observers and may be invited to offer comments, if time allows. All actions and recommendations shall be taken by the Project Team to the Advisory Committee for concurrence. Final decisions on actions and recommendations shall be made by ODOT and KYTC.

In 2005, KYTC and ODOT instituted an Aesthetics Committee to provide local input on the design and aesthetic appearance of the corridor, the main span of the new Ohio River Bridge, and the rehabilitated Brent Spence Bridge structure. The aesthetic committee is comprised of community and agency representatives from Kentucky and Ohio to collaborate with the design team to develop context sensitive design solutions for the project. Aesthetic treatments shall focus on pattern, color, texture, shape, lighting, and landscaping as opposed to adding extraneous elements solely for the sake of appearance. These expectations were formalized in an Aesthetic Committee Charter.

History

- 6 meetings
 - December 16, 2005
 - August 29, 2006
 - September 25, 2009
 - January 29, 2010
 - April 15, 2010
 - September 20, 2010
- Survey
 - November 9, 2010
 - Design themes
 - Design elements



Between 2005 and 2010, there were six meetings of the aesthetics committee. In addition, the project team conducted a survey of the aesthetics committee to gather input on design themes and design elements for the corridor. However, participation was limited, and only three responses were received.

History

Aesthetic Design Guidelines

- February 2011
- Established aesthetic design goals
 - Minimize impacts on surrounding area and enhance economic development
 - Establish a new gateway between Kentucky and Ohio
 - Emphasize simplicity and clarity of design
 - Additional goals for design treatments
- “Rivers and Hills” corridor theme
- No decisions on design elements



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The results of the collaboration with the aesthetics committee were documented in an Aesthetic Design Guidelines report in February 2011. The design guidelines established overarching aesthetic design goals for the corridor (see bullets). They also established goals for the design treatments such as creating a cohesive corridor, using simple and timeless designs, using metaphoric theme open to multiple interpretations, considering maintenance and resistance to build-up of dirt and salt in aesthetic design elements, and using green infrastructure for storm water remediation. The guidelines included general feedback and ideas for design elements, but no decisions or final recommendations were made regarding the structures themselves or their forms, sizes, materials, styles, textures, colors and finishes.

History

Finding of No Significant Impact (FONSI)

- August 9, 2012
- Two bridge types
 - Arch bridge | simply supported with inclined arch ribs
 - Cable-stayed bridge | two towers with vertical legs/towers
- Height requirements
 - At least 300 feet above the Ohio River
 - No higher than 420 feet above the Ohio River

City of Covington. Based on evaluation of comments received and coordination with the Cities of Cincinnati and Covington, Alternative I was refined.

Selected Alternative

The selected alternative is a revised version of EA Alternative I. Based upon public comments and coordination between the ODOT, KYTC and Cities of Cincinnati and Covington following the public hearing process, EA Alternative I was refined to include the following items:

- In Kentucky, the C-D roadway northbound and Jillians Way will be modified to include a new KY 5th Street exit ramp. The C-D roadway will be widened to accommodate the new exit ramp and a section of Jillians Way will be reduced in width due to the changes in traffic volumes. The proposed section of Jillians between KY 9th and KY 5th streets will be removed to accommodate the new exit ramp from the C-D Roadway.
- In Ohio, the exit ramp from the C-D roadway southbound will connect to the OH 3rd Street intersection at the north end of the Clay Wade Bailey Bridge.

Selected Ohio River Bridge

Based on the comparative analysis completed during the Bridge Type process with respect to construction cost, constructability, construction time, maintenance and durability, major rehabilitation feasibility, maintenance of traffic, and aesthetics and the public comments received as part of the public hearing process, two bridge alternatives can be considered as part of the Selected Alternative:

- Alternative 1, Arch Bridge: simply supported arch with inclined arch ribs
- Alternative 2, Cable-stayed Bridge: two towers, vertical legs/tower

Regardless of the bridge type that is ultimately selected for construction, the following requirements must be achieved to:

1. The highest point of the bridge shall be at least 300' +/- above the Normal Pool Elevation of the Ohio River (EL. 456.36').
2. The lowest point of the bridge shall be less than 420' +/- above the Normal Pool Elevation of the Ohio River (EL. 456.36').
3. The Minimum Provided Underclearance shall be no lower than that provided by the existing Brent Spence Bridge.
4. The bridge main span shall provide sufficient length to insure that substructure units are outside of the main span piers of the existing Brent Spence Bridge.
5. If a double deck design is provided, a twenty-five foot (25') minimum vertical clearance shall be provided above the bottom deck roadway surface.

The alternative in the EA identified as the Selected Alternative I satisfies the purpose and need of the project and is the Selected Alternative for the project. The Interchange Modification Study (IMS) is being amended to include these refinements. Construction of the Selected Alternative will impact the following:

- 32.06 total acres of new right-of-way including 54 displacements - 40 residential and 14 commercial. Alternative I in the EA required a total of 31.31 acres with the same displacements.
- Approximately 3,340 linear feet of intermittent streams, 1.28 acres of wetlands, and habitat for the Indiana bat and running buffalo clover. No change from EA impacts.
- One hazardous material site recommended for a Phase I Environmental Site Assessment (ESA) and 11 hazardous material sites recommended for Phase II ESA investigations. No change from EA impacts.
- Two National Register of Historic Places (NRHP) listed properties: Lorainburg Historic District in Kentucky and Longworth Hall in Ohio. No change from EA impacts.

Finding of No Significant Impact for The Brent Bridge Replacement/Rehabilitation Project.
ODOT/IMP 10/15/12 KYTC Project Item No. 6-17

3

KYTC and ODOT prepared an Environmental Assessment for the project, which culminated in a Finding of No Significant Impact, which was signed by FHWA on August 9, 2012. The FONSI included specific requirements for the bridge type – a simply supported arch bridge with inclined ribs or a two-tower cable-stayed bridge with vertical legs/towers. The bridge also had to be at least 300 ft above the Normal Pool Elevation of the Ohio River and less than 420 ft above the normal pool elevation of the Ohio River.

History

Cable-stayed (2012 rendering)



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Rendering from the March 2011 Bridge Type Selection Report showing a two-tower cable-stayed bridge with vertical legs/towers.

History

Tied arch (2012 rendering)



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Rendering from the March 2011 Bridge Type Selection Report showing a tied arch bridge simply supported with inclined ribs.

Recent Activities

- Full aesthetics committee
 - New companion bridge
 - Existing Brent Spence Bridge
 - Corridor-wide
- Aesthetics subcommittees for each state
 - Moved away from “Rivers and Hills”
 - Ohio River serves as a boundary
 - Separate aesthetic treatments in each state



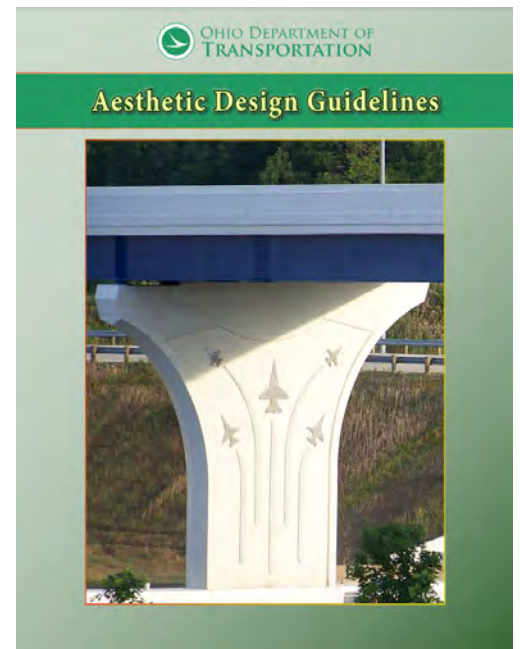
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The full aesthetics committee will focus primarily on the new companion bridge and the existing Brent Spence Bridge and any corridor-wide aesthetics details. Today, there is not a continuing interest in the “Rivers and Hills” corridor theme, and both states have moved away from this theme. It has been determined that the Ohio River services as a boundary that would allow each state to work independently with subcommittees to develop aesthetic plans. However, the states will be coordinate their activities and be cognizant of each other to make sure that aesthetic treatments in the corridor do not clash.

Recent Activities

Ohio subcommittee

- June 29, 2022 | Phases I and II
- January 31, 2022 | Phase III Ohio approaches
- Following ODOT's Aesthetic Design Guidelines
- Developed Aesthetics Design Checklist



ODOT met with the Ohio subcommittee in June 2022 to finalize plans for Phases I and II of the project. The Ohio subcommittee will meet later this afternoon to discuss Phase III. ODOT is following its statewide Aesthetics Design Guidelines, which were developed after 2012. It involves completing an Aesthetics Design Checklist that defines the standard and enhanced aesthetic treatments that will be incorporated into the project. ODOT has also closely coordinated the Ohio aesthetics with the City of Cincinnati, and has incorporated their feedback into the checklist.

Recent Activities

Kentucky subcommittees

- June 28, 2022 | Covington
- August 10, 2022 | Ft. Wright, Ft. Mitchell, Kenton County
- August 10, 2022 | Covington
- October 20, 2022 | Covington
- November 16, 2022 | Ft. Wright, Ft. Mitchell, Kenton County



KYTC met with the different subcommittees focused on Covington, Ft. Wright, and Ft. Mitchell in June, August, October, and November. The City of Covington also led a meeting in November to provide ideas and perspectives. Although Ft. Wright and Ft. Mitchell were not original members of the aesthetic committee, KYTC has been engaging them through the subcommittee process. KYTC has retained consultants (Qk4 and Human Nature) to help develop the aesthetic plans for Kentucky.

Recent Activities

On-going aesthetic subcommittee decisions

- Aesthetic treatments
 - Piers
 - Abutments
 - Retaining walls
 - Noise walls
- Lighting
- Streetscapes
- Landscapes
- City gateways



Above are design elements in the corridor that will be addressed primarily through aesthetic subcommittees as we move through the progressive design-build phase. In Ohio, most of these decisions for Phases I and II have been made. Many decisions on Phase III will be discussed this afternoon, although coordination will be on-going throughout the design process. Kentucky will continue to work with subcommittees to develop aesthetic plans as the project progresses through the design-build process.

Ohio River Bridges

- Elevations
 - Set requirement based on viewshed
 - 300 to 420 feet above the Ohio River
- Bridge type
 - Flexibility desired
 - Arch
 - Remove requirement for simply supported with inclined ribs
 - Cable-stayed
 - Remove two-tower, vertical legs requirement
 - Documented in Supplemental EA and updated FONSI



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The design team is interested in opening up some of the decisions about the new companion bridge. The required elevations are set at no less than 300 ft and no more than 420 ft above the river. The minimum elevation was set to ensure the new bridge could be better seen because the existing bridge will remain. The maximum elevation was set due to viewshed issues in historic areas. These will not change. However, more flexibility is required for the bridge type to allow the design-team to pursue innovative and cost-effective designs to the greatest extent possible. For the arch bridge, the design team would like to remove the requirements for it to be simply supported with inclined ribs and just state that it will be an “arch bridge.” For the cable-stayed bridge, the design team would like to remove the requirements for two vertical towers and just state that it will be a “cable-stayed” bridge. ODOT and KYTC will still work with the design-build team to ensure an iconic, aesthetically pleasing bridge is ultimately built.

The design team would like to hear your feedback on revising the bridge types. ODOT and KYTC are currently preparing a Supplemental Environmental Assessment for the project, which will culminate in an updated FONSI. If the aesthetic committee agrees with these changes, they will be reflected in those documents, which will set the requirements for the design-build teams.

Ohio River Bridges

Future aesthetics decisions

- Lighting
 - Up-lighting only
 - No down-lighting due to navigation channel
 - Coordination between new companion and existing Brent Spence bridges
- Bridge color
- Tower/pier texture and color
- Cables (for cable-stayed option)
 - White due to design considerations
- Railing
- Fence
- Roadway and aesthetic lighting
- State gateways



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Above are design elements that will be open for input from the aesthetics committee as we move through the progressive design-build phase. Decisions on these items will be deferred until the design-build team is selected, the decision about the bridge type has been made, and the design has progressed sufficiently to begin making decisions. Although, the design team would like to hear any preliminary thoughts you have on those items today.



Before wrapping up, here's a rendering of what the project might look like with an arch bridge.



Comments + Input

First, the design team would like to ask if you have any comments or concerns with revising the FONSI bridge types. Another goal is to hear any preliminary input on other aesthetic design elements.

BRENT SPENCE
BRIDGE CORRIDOR



THANK YOU!

BRENTSPENCEBRIDGECORRIDOR.COM





Attachment 4: Comments

From: Dave Okum

Sent: Saturday, March 4, 2023 4:31:58 PM

To: Mark Becherer

Subject: RE: Brent Spence Bridge Corridor Aesthetic Committee Meeting

Mark thanks for taking time to listen to my comments at the meeting in January regarding the view of the bridge from multiple points. Possibly a view shot from Covington Landing and our Riverfront might

Be a better perspective.

I have provided two photos from the web that represent concepts that might be considered by the aesthetics and design committee for our new bridge which are statement structures.

Both of the designs below brings into context the existing construction of the Brent Spence bridge structure

and integrates our

[John A. Roebling Suspension Bridge](#) the ICON of Cincinnati.

I feel the arch is an odd contrast to our existing bridge. The two column suspension is quite plain and do not make

an entry to our communities statement.





Respectfully,

David Okum

Hamilton County Regional Planning Commission representative.