



Brent Spence Bridge Corridor Project

Ohio Aesthetics Subcommittee

Meeting Summary

January 31, 2023

Introduction

The Brent Spence Bridge (BSB) Corridor Ohio Aesthetic Subcommittee meeting was held on January 31, 2023 from 1:00 pm to 2:00 pm. The meeting was held at the Ohio Department of Transportation (ODOT) ARTIMIS building located at 508 West Third Street. Invitations to the meeting were sent to PAC members via email on January 6, 2023 (see Attachment 1). Attendees at the meeting included Aesthetics Subcommittee members and the project team. 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 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. The Ohio Subcommittee previously met for Phases I and II. This meeting is for the portions of Phase III in Ohio.
 - 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 substantial completion estimated for 2029.



3. Aesthetics Design Checklist

- a. An overview of the aesthetics checklist and the difference between the baseline treatments and enhanced treatments was shared. Baseline treatments match ODOT standards. Enhanced treatments are incorporated based on input from stakeholders, like this committee.
- b. The project team stated that they met with city staff in November, went over aesthetic features of the corridor, and developed a draft aesthetics design checklist. Comments were received from the City and incorporated into the checklist being presented at this meeting.
- c. The presenters stated that this meeting was to go over that revised checklist and that many of these items presented are the basic standards and features, but where enhancements are inserted they would be gone over in more detail.
- d. The proposed translucent screen walls were described and highlighted.
- e. The proposed planters, lighting post, and fixtures were noted. The City might provide more options utilizing their own funding sources.
- f. Trees are not being recommend for bridges due to maintenance issues.
- g. The lighting and fence posts on the overpass bridges will be Cincinnati standards.
- h. The Fifth Street Bridge will not have pedestrian facilities.
- i. All of the other bridges will have a 10-foot shared use path with buffers to provide protection for pedestrians.
- j. The longitudinal parapets will use Texas classic form liner.
- k. Fencing on the bridges will have translucent lighted walls and not the basic fencing.
- l. The color of the steel girders under the bridges will be painted to match the Hopple Street Bridge.
- m. The concrete girders will have a beige color.
- n. Bridge abutments and vertical walls will have an ashlar stone pattern.
- o. Piers will have the standard tapered end caps with round columns.
- p. A rendering of the Findlay Street underpass was shown as example of the form liners with ashlar stone pattern, underpass lining, and vertical abutments.
- q. Street lights will follow Cincinnati standards for local streets.
- r. Lighting on the bridges will be placed close to the curb and will be the same as existing fixtures.
- s. Traffic signals will match Cincinnati standards.
- t. The ashlar stone pattern will be used on all form liners and retaining walls.
- u. For landscaping, ODOT will provide the planters and mulch. The City will be responsible for planting and ongoing maintenance.
- v. Areas of significant reclaimed land, approximately 9.5 acres, will be opened up for potential redevelopment. There are no plans for special landscaping or features in these areas. They will be seeded and mulched only.
- w. Highway and wayfinding signage will be replaced in accordance with Cincinnati standards if impacted by the project.



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- x. Local sidewalks will be five feet in width, and all trees will meet Cincinnati standards as shown on an example rendering of Ezzard Charles Drive (Ezzard Charles Drive is not in the project area).

Discussion

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

- The project team went through the design elements (PowerPoint slides) on a topic by topic basis to ensure comments on all design elements were considered.
- Bridge elements
 - The examples of existing translucent fences have white lighting. Can this lighting color be modified or have changing colors?
 - Stefan Spinosa from ODOT stated that these were enhanced treatments. Extra costs would be the responsibility of the City of Cincinnati.
 - Can both versions be bid at the same time to see the cost difference?
 - For the design-bid-build contracts, both options can be bid. For the progressive design-bid contract, ODOT can work with the design-build team to get a price for each.
 - A comment from the City was made that this would help them work through projected costs to see what versions might be supported.
 - Can the colors of the lights be changed via a program or software?
 - Lighting can be programmable and changed, and the City will have maintenance responsibilities. The City and ODOT will need to establish guidelines/agreements regarding lighting to maintain safety along the corridor (i.e., flashing lights could be a distraction and safety concern on I-75).
- Planters
 - The Cincinnati Parks Board commented that the planters on bridges need to provide provisions for watering. They either need irrigation or access/place to have employees safely water the planters.
 - The planters will have irrigation built into the design.
- Longitudinal and parapet treatments
 - No comments.
- Beams and girder
 - Does the paint color on steel beams under the overpasses have to be the same as Hopple Street? Can ODOT provide a specific color name or number?
 - The final decision about color can be made during the design phase and in consultation with the City. Darker colors make inspection more difficult, because it is more difficult to



see cracks. Color options can be explored further once the determination is made about whether the bridges will be steel or concrete.

- Ashlar Stone on Abutments
 - No comments.
- Piers
 - No comments.
- Lighting
 - Stefan reiterated that the local city streets and overpasses will use the City's local street standards and example masts and fixtures from the presentation. Lighting fixtures and masts within the highway right-of-way will be ODOT standard lighting types.
- Signals, walls and barriers,
 - No comments.
- Landscaping
 - A question was asked if planters can be selected by the City or if there was room for discussion on this design?
 - There is flexibility in the design for the planters, but decisions would have to be made quickly for the northern two sections of the project as these are currently in design.
 - The width of the planters is set because of the need to provide buffers, but the shape and length could have some flexibility. Also, planters will not be movable. They are integrated into the structure in order to have the irrigation system, and they cannot be swapped out at a later date.
 - There is not a lot of information yet, but future designs may accommodate small areas of additional landscaping in later phases. If new areas are discovered, the project team will work with this subcommittee on more detailed plans.
- Wayfinding or other signage
 - No comments.
- Sidewalk buffers
 - No comments.
- Schedule
 - The materials from the meeting will be distributed to the attendees, and attendees will have 30 days to provide any additional comments to the project team. The group was asked if they had any comments regarding the schedule. No comments were offered.
- Stefan stated that the project team will continue to engage this group and will coordinate any changes through the Aesthetics Committee.



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- Members of the committee asked for a digital copy of the presentation from the meeting. A copy will be forwarded along with the meeting summary.

Next Steps

- The project team will distribute a summary of this meeting.
- Subcommittee members will have 30 days to provide comments back to ODOT.
- Once the comment period is over, ODOT will finalize the Aesthetic Design Checklist.

Comments

The following comments were received during the 30-day comment period (see Attachment 4):

1. Comment:

The City of Cincinnati DOTE has one point of clarification regarding lighting. Central Ave. and east of Central Ave. have our "CBD Lighting Standard" which is different than our "Standard Roadway Lighting". This PID includes both types of fixtures. On the checklist Lighting Treatments: Replace CBD and Non-CBD STREET LIGHTING section to:

- Standard roadway lighting: City standard tapered steel pole with bracket arm and LED fixture.
- CBD lighting: East of and including Central Avenue (also includes 3rd Street east of Clay Wade Baily Bridge) as shown in Exhibit A.

Poles, arms, bases, fixtures, and other incidental attachments to street lighting shall be black in color.

Response:

The Aesthetic Design Checklist was revised as requested.

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 Ohio Aesthetic Subcommittee Meeting
Location: ODOT Artimus Building 508 W 3rd Street Cincinnati, Oh

Start: Tue 1/31/2023 1:00 PM
End: Tue 1/31/2023 2:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Mark Becherer

Required Attendees



Optional Attendees


All – As per the email you received yesterday this is an invite to the Ohio subcommittee aesthetic committee meeting for the Brent Spence Bridge. The meeting is being offered both in person (project team’s preference) and virtual. 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
Cell (414)559.8900

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Microsoft Teams meeting

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Passcode: cRzBQv

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hntb@m.webex.com

Video Conference ID: 114 600 277 5

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Or call in (audio only)

[+1 323-553-2644,,73224819#](tel:+1323553264473224819#) United States, Los Angeles

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Attachment 1: Invitations



Attachment 2: Attendees

In-person attendees:

Jodi Heflin, HNTB

Mark Becherer, HNTB

Stefan Spinosa, ODOT

Tom Arnold, ODOT

Adam Johnson, FHWA

Jocelyn Hinshaw, American Structurepoint

Matthew O'Rourke, American Structurepoint

Stacey Hans, KYTC

Katie Eagan, KYTC

Mimi Rasor, Rasor Communications

Amy Clay, Rasor Communications

Virtual attendees (not also in-person):

Angie Strunc, City of Cincinnati Department of Transportation & Engineering

Tammy Campbell, ODOT

Joel Gross, Cincinnati Park Board

Jain Krutarth, Champlin Architecture

Timothy Long, FHWA

Michael Loyselle, FHWA

Scott Stone, FHWA,

Heather McColeman, ODOT

John Seibert, University of Cincinnati

Keith Smith, ODOT

Joseph Smithson, ODOT



[Attachment 3: Presentation](#)

BRENT SPENCE
BRIDGE CORRIDOR



OHIO AESTHETICS SUBCOMMITTEE MEETING
BRENT SPENCE BRIDGE CORRIDOR PHASE III
OHIO APPROACHES

January 31, 2023



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Agenda

- Introductions
- Aesthetics committee
- Aesthetics process
- Aesthetics design checklist review
- Schedule
- Comments and input



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Today we will:

- Review the purpose of the aesthetic committee
- Describe the aesthetic process
- Review the project aesthetic design checklist
- Review the schedule
- Provide time for input and comments

BSB Corridor Aesthetic Committee

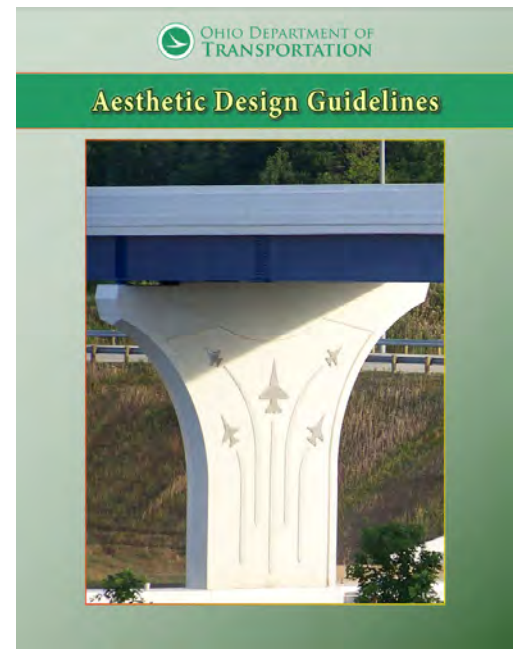
- Project aesthetic committee formed in 2005
- Assist KYTC and ODOT with development of Aesthetic Design Guidelines (2011)
- Provide input on aesthetic design elements
- Ohio subcommittee



- The project aesthetic committee was formed to provide assistance on the project corridor's vision.
- An Aesthetic Charter was written that detailed the framework and process at the time for this project.
- During preliminary engineering, the effort included input on the river crossing bridge type selection as well as general thoughts on the corridor as a whole.
- One of the commitments we made was that as we move into further design and eventually into construction, we would re-engage the committee to continue the earlier collaboration. We are doing this through a subcommittee focused specifically on Ohio.
- As mentioned earlier, we've already met to discuss details of the project from Linn St. through the WHV interchange. This meeting will focus on the remainder of the project in Ohio.
- Previous efforts by the committee identified patterns, color, and texture elements similar to what has been constructed by other projects along I-75 in recent years.
- We've met with City staff to get ideas to refine the previous discussion. We are here today to share the current thoughts we have and to get feedback

Aesthetic Process

- Following ODOT's aesthetic design process in Ohio
- Baseline verses enhanced treatments
- Aesthetic Design Checklist



- Since the completion of the aesthetic effort as part of the Brent Spence Bridge Corridor Project preliminary engineering, ODOT has developed and put into use an aesthetic design process. This process mimics what the original project charter included. It also provides more direction on what part of the project costs that ODOT typically covers - called "baseline treatments" - and how we will review, develop, and implement enhanced treatments.
- Baseline treatments include standard ODOT engineering and construction specifications. They typically consist of pattern, color, and texture treatments.
- Enhanced treatments are usually incorporated into ODOT projects through stakeholder/public involvement efforts like we are doing for this project. Aesthetic enhancements are implemented in addition to (or in place of) baseline treatments.
- The aesthetic design checklist will aid ODOT in finalizing the design requirements for the Phase III of the BSB Corridor Project.

Aesthetic Design Checklist

- Initial coordination with City staff
- Draft Aesthetic Design Checklist
- Revised to reflect City feedback
- Ohio aesthetic subcommittee feedback

Ohio Department of Transportation
Aesthetic Design Guidelines | 2016

AESTHETIC DESIGN CHECKLIST
(to be completed by Design Team)

<input type="checkbox"/> Preliminary Engineering (PE) Phase		<input checked="" type="checkbox"/> Environmental Engineering (EE) Phase		<input type="checkbox"/> Final Engineering (FE) Phase	
Project Name:	Brent Spence Bridge	ODOT PM:	Stefan Spinosa		
ODOT CRS and PID:	Brent Spence Bridge Corridor PID 116549	Consultant PM:	Mark Becherer		
District:	8	Local Agency PM:	Bryan Williams		
County / Municipality:	City of Cincinnati				
Project Description:	Ohio portion of Phase III of the BSB Corridor Project that includes the following: <ul style="list-style-type: none"> • Reconstructing and widening of approximately 1 mile of I-75 and connectors to I-71 and US-50 from the Ohio River to Linn Street; • Building a new I-75 exit at Ezzard Charles Drive; • Constructing a C-D system to connect I-71/I-75 traffic to and from the local street network between the Ohio River and Ezzard Charles Drive in Ohio; and • Connecting interstate improvements and the C-D system to the existing Brent Spence Bridge and the proposed Companion Bridge over the Ohio River. 				
Anticipated PDP Path:	5	Anticipated CE Level:	EA/FONSI		
Is the project exempt from the aesthetic design process? (see Aesthetic Strategy Checklist) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
If "Yes", STOP. Completion of this form is not required. If "No", proceed to next section.					
What types of aesthetic treatments are included in the plans? Check both boxes if applicable.					<input checked="" type="checkbox"/> Baseline <input checked="" type="checkbox"/> Enhanced
Summarize how was this determined (include meeting dates and reference applicable agency correspondence): Aesthetic treatments determined through ongoing coordination and meetings between consultant, ODOT, City of Cincinnati, and the Aesthetic Committee.					
Is there a specific aesthetic theme or corridor vision that is being followed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
If "Yes", summarize what it is and how it was determined: An original concept of Rivers and Hills was identified during preliminary engineering/NEPA phase, see Aesthetic Report completed under PID 75119. This concept was removed from consideration as part of the 2022 Aesthetic Committee coordination for PIDs 113361 and 114161.					

* NOTE: The next sections summarize proposed aesthetic treatments for the project. In some cases (particularly Stage I plans), a proposed aesthetic treatment may not be shown in the current plan set but will be included in a future set.

- ODOT conducted some initial coordination with the City to develop a draft Aesthetic Design Checklist.
- The City provided review comments, and the checklist was revised to address their comments.
- The checklist focuses on providing similar patterns, colors and textures already constructed along the I-75 corridor.
- The checklist prepared for the first mile in Ohio is similar to and coordinated with those completed for the other areas of the BSB in Ohio.
- All the treatments selected in the initial aesthetic design checklist are either ODOT baseline or City standard baseline treatments
- The final Aesthetic Design Checklist will incorporate feedback from this subcommittee and will set the aesthetic elements to be included in the final design for Phase III of the project in Ohio.

Checklist Review – Bridge

Bridge Treatments

Aesthetic Element	Proposed Treatment			Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Vandal Fencing	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Pedestrian Railing	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Parapets	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Deck Fascia	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Beams/Girders	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Abutments	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Pier Caps	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Pier Columns	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Drainage/Scuppers	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Utilities	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	

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For bridges, proposed alternative baseline treatments will be provided for vandal fencing, pedestrian railing, parapets, and additional multimodal and aesthetic features.

Checklist Review – Bridge

- Translucent screen wall vandal fence
 - Also serve as pedestrian railing
- Planters (trees not recommended)
- Post lighting (placement)



The 6th Street, 7th Street, and 9th Street bridges will include a translucent screen wall with interior lighting for the vandal protection fencing similar to the Spring Street Bridge in Columbus. As an enhancement, the City of Cincinnati may include colored and/or integral graphic panels. If these are included, they will be considered enhanced with funding from the City. Pedestrian railing along local streets will match City of Cincinnati standard pedestrian railing. In locations with translucent screen walls, they will serve as the pedestrian railing.

A photo of the Spring Street Bridge in Columbus is shown as an example. At this time, trees are not recommended because of maintenance issues associated with trees on bridges. Instead, we are envisioning landscaping similar to what is currently on the bridges over Fort Washington Way. In addition, the post lighting will be similarly placed, but the fixtures will match Cincinnati standards, which are shown on another slide.

Checklist Review – Bridge

- Shared-use path
- Buffers
- Planters
- Lighting



6th Street



7th Street



9th Street



This is a view of what Findlay Street will look like when the project is built. Although this particular location is in Phase I, it shows what bridge walls will look like with the ashlar stone treatment and what the bridge parapets will look like with the Texas Classic Rail relief. The abutments will be square, not sloped. Also notice the rebuilt sidewalks and underpass lighting.

Checklist Review – Bridge

- Longitudinal parapets



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Longitudinal bridge parapets will include a 'Texas Classic Rail' form liner on the outside and inside faces where pedestrian sidewalk is present. This is a similar treatment to what is used throughout the I-75 corridor.

Checklist Review – Bridge

- Parapet end treatments



Overhead bridge parapets will include end treatments with the bridge identification name, construction completion data and rustification design features. The City will assist in determining the final design of the parapet end treatments.

Checklist Review – Bridge

- Beams and girders



Steel girder example



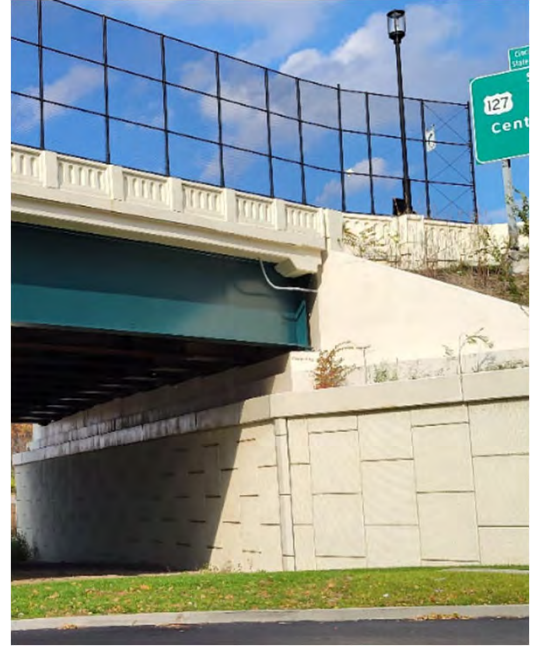
Concrete girder example

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- The project will use both steel and concrete girder bridges.
- Steel girders will be painted to match the color of the Hopple Street and Monmouth Street bridges as shown on the left.
- Concrete girders will include a Federal standard concrete sealer color similar to what is shown on the right.
- Translucent screening will be installed instead of chain link fencing.

Checklist Review – Bridge

- Abutments



Bridge abutments will include a concrete form liner with an Ashlar Stone, a pattern similar to the texture shown. Abutments will include vertical walls instead of sloping embankments.

Checklist Review – Bridge

- Piers



Piers will be standard cap and column type piers with tapered end caps and round columns.

Checklist Review - Lighting

Lighting Treatments

Aesthetic Element	Proposed Treatment			Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Highway Lighting	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Interchange Lighting	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Street Lighting	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Bridge Lighting	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	

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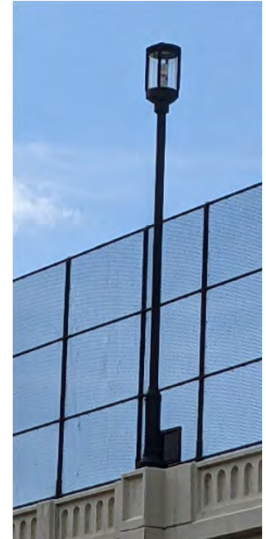
- Highway and Interchange lighting will be ODOT standard for the I-75 corridor
- Local street lighting will match City of Cincinnati standards
- Underpass lighting will meet City of Cincinnati standards

Checklist Review – Lighting

- Street and bridge lighting



Street lighting example



Bridge lighting example

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- Local street lighting will match City of Cincinnati steel roadway tapered mast arm with LED fixture and bridge mounted straight steel pole post with Gardco LED fixture.
- Bridge post lighting will be placed close to the curb as shown on the bridge slides. The bridge fixture will Sun Valley to match other overpasses on I-75 corridor.
- Poles, arms, bases, fixtures, and other incidental attachments to lighting will be black.

Checklist Review – Signals

Traffic Signal Treatments

Aesthetic Element	Proposed Treatment			Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Poles/Mast Arms	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Signal Heads	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

Poles, mast arms, and signal heads will match City of Cincinnati standards.

Checklist Review – Walls/Barriers

Retaining Wall, Noise Wall, and Longitudinal Barrier Treatments

Aesthetic Element	Proposed Treatment	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Retaining Walls	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	Ashlar Stone Pattern
Concrete Shoulder Barrier	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Concrete Median Barrier	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Guardrail	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Noise Wall Panels	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Noise Wall Panel Caps	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Noise Wall Posts	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

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Concrete shoulder and median barrier will be standard ODOT barriers. Retaining walls will have the Ashlar Stone pattern discussed earlier for bridges.

Checklist Review – Landscape

Landscaping Treatments

Aesthetic Element	Proposed Treatment			Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Woody Plantings	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Seed Mixes	<input checked="" type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline	<input type="checkbox"/> Enhanced	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	



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The project will provide City of Cincinnati standard planting soil and mulch in the planters for future use by the City of Cincinnati for plantings. The City will also maintain planters.



The City does not anticipate additional landscape improvements for the interim condition in areas of significant reclaimed land (such as between West 3rd St. and West 6th St, which is shown in the upper middle portion of this rendering.

Checklist Review – Signage

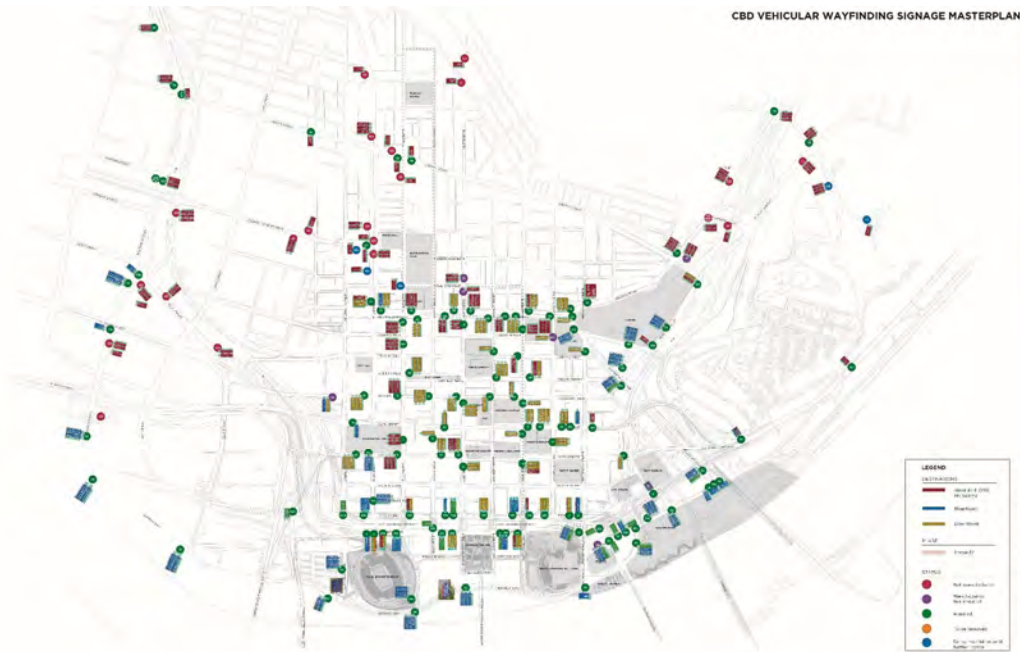
Signage Treatments

Aesthetic Element	Proposed Treatment	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Highway Signage	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Community Signage	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	

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- Existing City of Cincinnati wayfinding signs impacted by the project will be reinstalled per City of Cincinnati Standards unless it conflicts with the OMUTCD.
- The project will include the salvage, installation, and/or replacement in-kind of wayfinding signs impacted, either physically or by changes in circulation pattern.
- Further coordination with the City is required to finalize wayfinding sign accommodations.

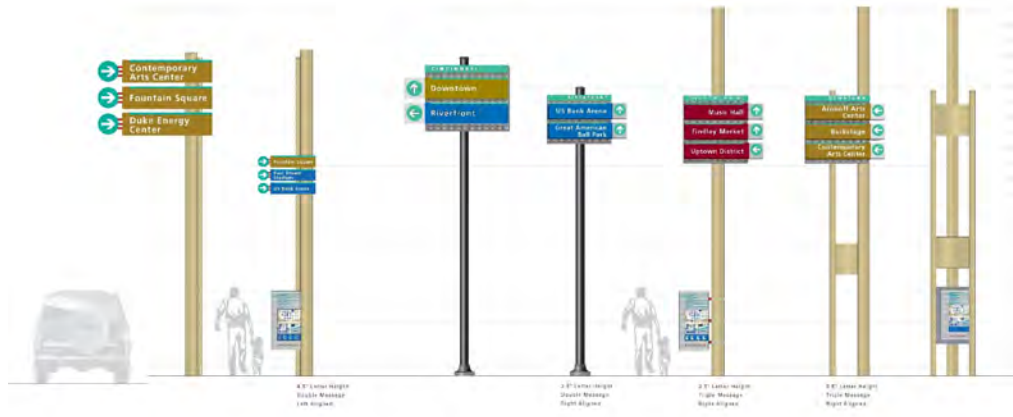
Checklist Review – Signage



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The city provided masterplan mapping of City wayfinding for determination of signs and/or routes that will be affected, as well as a list of existing community signs that will need to be relocated. Only those impacted by the BSB project are covered in this effort.

Checklist Review – Signage



The city provided details for wayfinding signs that may need to be relocated.

Checklist Review – Signage



Examples of wayfinding signs that may be relocated by the project.

Checklist Review – Roadway & Sidewalk

Roadway/Sidewalk Treatments

Aesthetic Element	Proposed Treatment	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Right-of-Way Fencing	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Sidewalks	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Buffers (Tree Lawns)	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Utilities	<input checked="" type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Crosswalks	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Medians	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Islands	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Other:	<input type="checkbox"/> Baseline <input type="checkbox"/> Enhanced <input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

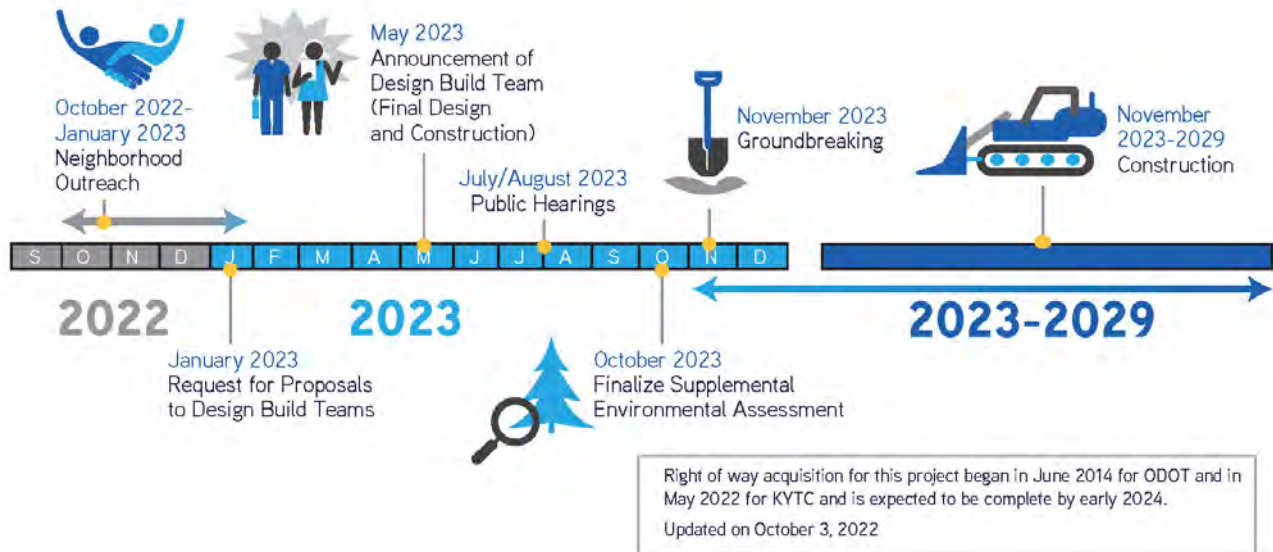
25

- Local street sidewalks will be 5'-0" minimum width and 5" depth concrete sidewalks.
- 4'-5" width tree lawns will be provided along local street sidewalks.
- Crosswalks, medians, and islands will meet City of Cincinnati standards.



- This view shows what Ezzard Charles Drive will look like. Although it is in Phase II, notice the planters, screen wall, and decorative lighting on the bridge.
- The bridge lights and traffic signal supports will be black and meet City standards.

Schedule



This slide shows the project schedule.



Comments + Input

BRENT SPENCE
BRIDGE CORRIDOR



THANK YOU!

BRENTSPENCEBRIDGECORRIDOR.COM





Attachment 4: Comments

Mark,

Thank you for the opportunity to comment on the 2/9/23 Aesthetic Design Checklist for PID116649. The City of Cincinnati DOTE has one point of clarification regarding lighting. Central Ave. and east of Central Ave. have our "CBD Lighting Standard" which is different than our "Standard Roadway Lighting". This PID includes both types of fixtures.

On the checklist Lighting Treatments: Replace CBD and Non-CBD STREET LIGHTING section to:

- Standard roadway lighting: City standard tapered steel pole with bracket arm and LED fixture.
- CBD lighting: East of and including Central Avenue (also includes 3rd Street east of Clay Wade Baily Bridge) as shown in Exhibit A.

Poles, arms, bases, fixtures, and other incidental attachments to street lighting shall be black in color.

Sincerely,

Angie Strunc, RA

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