

**Public Involvement Activities from Steps 6 - 7 of Project
Development Process**

E-Newsletters
August 2009 – January 2012



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Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what's to come in the upcoming month.

The consultant team received authorization to proceed on Step 6 activities for the Brent Spence Bridge Rehabilitation/Replacement Project in early July. Work for Step 6 of the Project Development Process will include preparing an Assessment of Feasible Alternatives (AFA) document that will analyze the remaining alternatives in more detail.

The AFA report will combine previously collected environmental data with the design information developed for Conceptual Alternatives Study document. This data will be used to compare alternatives and evaluate each for environmental consequences and design issues. The ultimate purpose of the AFA is to provide information for recommending a preferred alternative that can be presented to stakeholders, agencies, and the public by the end.

The environmental component of the AFA report will analyze impacts to areas such as farmlands, wetlands, streams, threatened and endangered species, cultural resources, community impacts, and Section 4(f) resources such as parks, churches, schools and recreational areas.

Design work that started in July includes preparations for Value Engineering Study. The Value Engineering Study will conduct a systematic analysis that will identify project functions, establish the worth of that function and develop ideas that will provide the needed functions at the lowest overall cost. The Value Engineering Study is scheduled for completion in October.

Environmental work underway in July included field survey of potential historic properties in the Kentucky portion of the study area. In addition, streams and wetlands survey efforts are also now underway in the southernmost sections of the project area between the Kyles Lane and Dixie Highway interchanges.

The project team has also begun work on the Visual Resource Assessment, which will measure the impact of remaining alternatives on viewing corridors throughout the study area. This field work included taking photographs from specific locations and taking inventory of views within the project.

Additional environmental work including Air Quality, Environmental Site Assessment and Secondary and Cumulative Impacts analyses could also begin in August.

We will do our best to keep you updated on the status of the project as Preliminary Engineering and Environmental efforts continue. Please check the project website periodically for more information (www.brentspencebridgecorridor.com). As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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In August, field work was completed for ecological surveys in the southern-most portion of the study area, near the Dixie Highway interchange with I-71/75. The draft report documenting this work and its findings should be completed this month.

Similarly, field work continued for Historic Surveys in Kentucky and Ohio. Draft reports documenting this work and its findings are also due in September.

Field work for the Visual Resource Assessment was also completed in August and a report to document this work has been drafted. A Visual Resource Assessment measures impact of each alternative on viewing corridors throughout the study area.

On August 24, a Value Engineering Study workshop was held for the project at KYTC District 6 offices. The purpose of this workshop is to provide a multi-disciplinary project analysis to identify functions of a project, establish the worth of that function and generate alternatives through the use of creative thinking, and identifies ways to provide the needed functions at the lowest overall cost. Officials of ODOT, KYTC and the Federal Highway Administration were present at the workshop. A formal report including recommendations of the Value Engineering Study will be developed later this Fall.

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Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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On September 25, the Project Team held its third Aesthetic Committee meeting. The purpose of this meeting was to provide attendees with a project update and to begin the discussion of how to develop an aesthetics package for the overall project. Aesthetic packages from existing projects on the I-75 corridor were presented and discussed. In addition, three goals of the project's aesthetics package were set out. These were:

1. Minimize impacts on the surrounding areas and enhance economic development.
2. Establish new gateway between Kentucky and Ohio
3. Emphasis on simplicity and clarity of design.

The meeting also proposed three Corridor Evaluation Zones; a Kentucky Context, a River Zone and an Ohio Context. Each zone has unique features based on its surroundings. The meeting also defined a bridge type selection process for the project and key dates in its development. The minutes of this meeting will be posted to the project website later in October. The next meeting of the Aesthetic Committee will be in early 2011. At this meeting, initial concepts for the main river crossing will be presented.

Also in September, the Project Team submitted a Phase II Historic Resources Report for the Ohio portion of the study area. This report involves intensive research efforts to determine the eligibility of a property for the National Register of Historic Places.

In October, the Project Team aims to finalize and submit the Ecological Resources Report and the Phase I Historic Resources Survey for the Kentucky portion of the study area.

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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
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Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
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Cincinnati, OH 45202
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FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter – November 2009

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In October, the project team met with major utility providers that operate facilities within the Brent Spence Bridge project limits. These early coordination meetings provided valuable insight for all parties in terms of how facilities can be relocated without major service disruptions and how potential utility service expansion projects can be coordinated with design and construction of the new Brent Spence Bridge.

In addition, an updated Phase II History/Architecture Report was submitted for resources in Ohio. This report was updated with inventory information on the West Virginia Coal Building, located just south of Longworth Hall. The report determined that this building was not eligible for listing on the National Register of Historic Places. This submission was also accompanied by letters sent to environmental consulting parties for their concurrence.

It is anticipated that project activities in November will include further work to address issues identified through the project's previously held Value Engineering workshop. Other work in the month of November will include submitting the Phase I History/Architecture report for resources in Kentucky and performing field work for the Phase I Environmental Site Assessment (ESA). Letters informing property owners of ESA field work will be sent out in the next few weeks.

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Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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November project activities included sending out more than 40 letters to property owners informing them of Phase I Environmental Site Assessment (ESA) activities for the project in the coming days and weeks.

The Bridge Technical Study team also met in November to review the preliminary bridge type concepts that have been developed in working with the Aesthetics Committee thus far. Initial concepts will be presented to the Aesthetic and Advisory Committee in late January.

In addition, members of the project team met with the Metropolitan Sewer District (MSD) in Cincinnati to discuss utility coordination issues. The project team also met with representatives from the City of Cincinnati's Western Hills Viaduct design project to discuss how that project will interface with the Brent Spence Bridge. Representatives from ODOT, the City of Cincinnati and Hamilton County were present at the meeting.

Other project activities in the past month include submitting the Phase I Historic/Architecture Survey for resources in Kentucky and completing traffic counts at the Buttermilk Pike Interchange

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Lebanon, OH 45036
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John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
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Project activities in the month of December included visiting Duke Energy's West End Substation, coordinating with the City of Cincinnati on the Western Hills Viaduct Interchange and submitting the revised Ecological Survey Report for resources in Kentucky.

On December 2, representatives from ODOT, FHWA, City of Cincinnati, and the design team met to discuss the Brent Spence Bridge project with regards to the Western Hills Viaduct Interchange. The BSB project team will continue its coordinating items between the Brent Spence Bridge project and the City's upcoming Western Hills Viaduct rehabilitation. The Western Hills Viaduct rehabilitation is a major project for the City of Cincinnati and coordination among the both projects will be critical to the success of each.

The project team visited Duke Energy's West End Substation on December 9 to evaluate potential impacts to the existing building stair tower due to construction of the proposed bridge.

A revised Ecological Survey Report for resources in Kentucky was also submitted at the end of December. This report inventories ecological resources within the project limits, discusses the potential for impact to each and outlines mitigation strategies if necessary.

The Brent Spence Bridge Project Aesthetic Committee and Project Advisory Committee will be meeting on January 29, 2010 to be updated on the development of the Preliminary Bridge Concepts and to provide feedback to assist in the selection of six Bridge Type Alternatives to be analyzed during the second step of the Bridge Type Selection process.

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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

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ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
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stefan.spinosa@dot.state.oh.us

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District Design Engineer
KYTC - District 6
421 Buttermilk Pike
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Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

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Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – February/March 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

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Environmental work currently underway includes drafting the Environmental Assessment document, noise analysis, finalizing ecological survey reports in both states and initiating the archaeological disturbance assessment survey in the project area.

The Brent Spence Bridge Project Aesthetic Committee and Project Advisory Committee met on January 29, 2010 for an update on the development of the Preliminary Bridge Concepts. The group also provided preliminary feedback on Bridge Type Alternatives to be analyzed during the second step of the Bridge Type Selection process.

A total of 12 bridge design concepts were presented at the meeting. Conceptual bridge types included Truss, Arch and Cable-Stayed designs.

The following aesthetic criteria for bridge type selection were also presented and discussed at the Aesthetics Committee Meeting:

- The new bridge should be visually attractive.
- The new bridge needs to be visible looking “through” the existing bridge (from the east).
- As much as possible, crossing the new bridge should allow views of the surrounding context (unlike existing bridge).
- The new bridge should have distinctive characteristics that identify it as a local landmark.
- The new bridge should have a visual relationship with the existing bridge.

The objective of Step 1 of the Bridge Type Selection Process was to develop and evaluate approximately 18 preliminary bridge concepts. The preliminary bridge concepts were evaluated through a screening process based on functionality and appearance for the purpose of identifying six concepts for the Step 2 conceptual engineering analysis activities.

Bridge concepts to be carried forward into Step 2 of the Bridge Type Selection Process were identified based on results of the January 29th meeting as well as public comments received. These options are as shown on the following page:



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter – February/March 2010

Bridge Type Options

	<p>Arch Bridge:</p> <ul style="list-style-type: none"> • Simply supported arch • Inclined arch ribs (Concept 4, from Step 1)
	<p>Arch Bridge: (New concept)</p> <ul style="list-style-type: none"> • Continuous arch • Vertical arch ribs
	<p>Cable-stayed Bridge: two towers, three vertical legs/tower</p> <ul style="list-style-type: none"> • Various stay cable arrangements (developed from Concepts 6 and 7, from Step 1)
	<p>Cable-stayed Bridge: two towers, three inclined legs/tower</p> <ul style="list-style-type: none"> • Harp stay cable arrangement (Concept 10, from Step 1)
	<p>Cable-stayed Bridge: two towers, two inclined legs/tower</p> <ul style="list-style-type: none"> • Various stay cable arrangements (developed from Concept 9, from Step 1)
	<p>Cable-stayed Bridge: one tower, two vertical legs/tower</p> <ul style="list-style-type: none"> • Harp stay cable arrangement (Concept 12, from Step 1)

A follow-up meeting of the Project Aesthetic Committee and Project Advisory Committee has been scheduled for April 15, 2010 to continue these discussions and begin to finalize a bridge concept for detailed design.

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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
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Lebanon, OH 45036
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stefan.spinosa@dot.state.oh.us

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KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com

E-Newsletter - April 2010



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Environmental studies recently completed include the Phase I Environmental Assessment for the entire project area; a revised Level I Ecological Survey Report for the Ohio portion of the study area; and a revised Phase I History/Architecture Survey for the Kentucky portion of the study area.

Over the next several weeks, environmental work on the project will include coordination meetings with the Cities of Covington and Cincinnati to discuss potential project impacts to Goebel Park and the Queensgate ballfields. Noise and air quality impacts of the feasible alternatives will be analyzed. Archaeological studies are being conducted for the entire project area.

Design work over the past month includes continuing progress on the Bridge Type Study Report and further refinement of roadway design elements for the project. Utility coordination work has also continued.

A Project Aesthetic Committee and Project Advisory Committee meeting was held on April 15, 2010 to continue development of the Bridge Type Study Report and to discuss other project progress and aesthetic work items. These discussions will allow the Project Team to continue its efforts to finalize a bridge concept for detailed design.

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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

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ODOT - District 8
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Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
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Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
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craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter - May 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process. The end result of this step is Preferred Alternative Verification Report (PAVR) that will analyze the remaining alternatives in more detail.

Six bridge type alternatives were presented and discussed at the most recent Project Aesthetics Committee meeting held on April 15. Of the six alternatives, two were steel arch type structures and four were cable-stayed.

Key design criteria for the bridge type were also discussed at this meeting. These criteria include construction cost, constructability, maintenance and durability, major rehabilitation feasibility, and aesthetics.

It is expected that the number of bridge type alternatives will be reduced to three in the coming weeks based on further evaluation of the current alternatives, construction cost and feedback received from the Project Aesthetics Committee, Project Advisory Committee, and the public.

Work to coordinate the Brent Spence Bridge and Western Hills Viaduct projects has also advanced within the past month. Several project meetings were held to discuss potential alternatives. In addition, historical, archaeological and hazardous materials screening efforts in that portion of the study area have begun.

The project team has also continued its work to finish key environmental reports such as the revised Historic/Architecture Survey Report for the Kentucky portion of the study area. This report was submitted at the end of April. Work continues on drafting sections of the final environmental document as well.

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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
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District Design Engineer
KYTC - District 6
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Project Manager
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FAX: 513-421-1040
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Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter - June 2010

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Work continues in Step 6/7 of the Project Development Process. The end result of this step is Preferred Alternative Verification Report (PAVR) that will analyze the remaining alternatives in more detail.

A number of environmental reports were completed in May including the Archaeological Disturbance Assessment Report and the Phase I Environmental Site Assessment report for hazardous materials.

An Archaeological Disturbance Assessment Report is the next step in a process to determine the potential for finding historically significant archaeological resources on a project. This report includes site visits, literature research and Geographic Information System (GIS) data analysis. This report is currently under review by ODOT and KYTC.

The Phase I Environmental Site Assessment (ESA) is the next step in determining the presence of hazardous materials within a project area, based on information from the ESA Screening. The intent of the Phase I ESA is to determine the potential of encountering hazardous substances or petroleum products from a specific property.

In addition, ODOT and KYTC have worked to expedite the schedule so that the PAVR and the draft environmental document for the project will be submitted in July 2010. The current schedule also calls for submission of the Interchange Modification Study (IMS) in August 2010. Based on the expedited schedule, detailed design efforts could begin on this project by late 2010, or early 2011.

The project team has narrowed the bridge type options for this project to three. Bridge types still under consideration will be posted on the project website (www.brentspencebridgecorridor.com) by the end of June.

Several project meetings and presentations were also held in May. These include meetings with both the City of Covington and the City of Cincinnati. The project team briefed staff at both cities on the current status of alternative development and evaluation.

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E-Newsletter - July 2010

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Work continues in Step 6/7 of the Project Development Process. The end result of this step will be an Environmental Assessment (EA) document, Preferred Alternative Verification Report (PAVR) that will analyze the remaining roadway alternatives in more detail, and the Main River Bridge Structure Type Study. The project team is currently working to finalize draft versions of both EA and PAVR reports in July. The Main River Bridge Structure Type Study draft report will be finalized in the fall of this year. The project team will be presenting this information to the public in early 2011 at the Public Hearing.

The EA submission will include a detailed review of impacts for each of the remaining alternatives, including possible interchange configurations at the Western Hills Viaduct.

Presented in the EA are the impacts to historic resources and parks in both Ohio and Kentucky. The two build alternatives will impact Longworth Hall and the Queensgate playground and ballfields in Cincinnati and the Lewisburg Historic District and Goebel Park in Covington. Exhibits and descriptions of the impacts to these properties are available at www.brentspencebridgecorridor.com. Potential mitigation measures for the historic resources and parks are being developed, and input on this mitigation is welcome. Comments can be submitted through the feedback link on the project website. In addition, those interested in becoming Consulting Parties with respects to historic resources can find an application on the website as well.

The PAVR submission will consist of preliminary designs for the two alternatives that were recommended to be further developed out of Step 5. The PAVR will present the preliminary designs results and the recommendation of the preferred alternative to be carried forward in the next step of the project.

All project reports that have been completed to date are available on the project website (www.brentspencebridgecorridor.com).

In June, the project was presented at the American Society of Highway Engineers National Conference in Cincinnati. Presentations were also given to other local groups.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



www.brentspencebridgecorridor.com

E-Newsletter - August 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process. The Environmental Assessment (EA) and Preferred Alternative Verification Report (PAVR) have been drafted and are currently under review. The Main River Bridge Structure Type Study draft report will be finalized in the fall of this year. All of this information is scheduled for presentation to the public in early 2011 at the Public Hearing.

The EA document will include information about potential impacts to historic resources and parks in both Ohio and Kentucky. Exhibits and descriptions of the impacts to these properties are available at www.brentspencebridgecorridor.com. The EA will also contain information relative to displacements and relocations.

Potential mitigation measures for the historic resources and parks are also being developed. Input on these mitigation strategies are welcome. Comments can be submitted through the feedback link on the project website. Mitigation for impacts to historic resources, such as Longworth Hall, will be developed in consultation with FHWA, OHPO, and consulting parties.

The Project Team is also working on an Interchange Modification Study (IMS) document that will be submitted to ODOT and KYTC in draft form this month. Anytime a project revises access to the Federal Interstate System, preparation of an IMS is required. The IMS must show that the project will not degrade capacity or safety of the Interstate.

In addition, archaeological surveys will be completed in the Kentucky portion of the project study area in September.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com).

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



www.brentspencebridgecorridor.com

E-Newsletter - September 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process. The Environmental Assessment (EA) and Preferred Alternative Verification Report (PAVR) have been drafted and are currently under review. The Main River Bridge Structure Type Study draft report will be finalized in the fall of this year. All of this information is scheduled for presentation to the public in early 2011 at the Public Hearing.

The Project Team submitted an Access Point Modification Request for the project in August. This document is required for every project that revises access to the Federal Interstate System. This request details how access to the Interstate System will be changed as a result of the Brent Spence Bridge project.

In addition, the Project Team developed a mitigation plan for potential project impacts to the Queensgate Ballfields and Playground. This plan was submitted to the City of Cincinnati for their review and concurrence.

Archaeological surveys are underway in the Kentucky portion of the project study area. This work will consist of field visits to determine the project's impact on identified archaeological resources.

Over the next few months, geotechnical and survey crews will be working along the project corridor in Kentucky and Ohio. The geotechnical drilling is to obtain geotechnical borings as part of the evaluation efforts for the Retaining Wall Justification Study that is being performed. Survey crews will follow behind the geotechnical crews to survey the boring locations.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com).

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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



www.brentspencebridgecorridor.com

E-Newsletter - October 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process. The Environmental Assessment (EA) and Preferred Alternative Verification Report (PAVR) have been drafted and are being finalized. The Main River Bridge Structure Type Study draft report will be finalized in the fall of this year. All of this information is scheduled for presentation to the public in early 2011 at the Public Hearing.

In September, the project team submitted several environmental resource reports. These included an Air Quality Report and a Noise Study Report which evaluated potential project impacts in these two environmental areas.

The team also submitted an Archaeological Existing Conditions and Disturbance Assessment that provides an assessment of areas within the construction limits of the feasible alternatives in Ohio that have the potential to contain archaeological resources.

A Determination of Effects report was also submitted. This report documents impacts of the feasible alternatives on historic properties and presents possible mitigation measures for the impacts.

Conceptual plans were also developed to mitigate potential project impacts for both Goebel Park, in Covington and for the Queensgate Playground and Ballfields, in Cincinnati.

A Project Aesthetics Committee meeting was held on September 20 to discuss moving forward with overall aesthetic themes and some specific designs for features such as retaining wall finishes, landscape architecture, lighting, railing and other items.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com).

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



www.brentspencebridgecorridor.com

E-Newsletter - November 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process. In recent weeks, the project team has focused on finalizing the following key project reports:

The **Bridge Type Selection Report** draft was submitted by the project team on October 29, 2010. It is currently being reviewed by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). The Bridge Type Selection Report purpose is to document the Bridge Type Selection Process and to assist KYTC and ODOT in selecting one bridge alternative to be constructed across the Ohio River.

The **Preferred Alternatives Verification Report (PAVR)** was drafted and submitted by the project team in late July 2010. This document was reviewed by ODOT and KYTC, with comment received by the project team in October 2010. Review comments are currently being addressed. The PAVR refines preliminary design work for the preferred alternative and further details the project's construction limits.

An **Environmental Assessment (EA)** for the project was submitted by the project team and has been reviewed by KYTC and ODOT, with comments being received by the project team in September. This document is currently being revised in accordance with comments. This revised EA will be submitted to FHWA for a legal sufficiency review. An EA examines the potential impacts that a proposed project may have on the natural, social and built environment.

The **Access Point Modification Request** was drafted and submitted by the project team and is currently under review by ODOT and KYTC. This report is scheduled to be finalized in early January 2011. An Access Point Modification Request must be completed whenever a proposed project changes access points to the federal interstate system.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com). In addition, all of the project information discussed above will be presented to the public in early 2011 at a Public Hearing.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter - December 2010

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports that have been drafted and are being finalized.

The next Brent Spence Bridge Project Advisory Committee meeting will be held at 10:00 a.m. on Friday, December 17, 2010. This meeting will be held at the Ohio-Kentucky-Indiana Regional Council of Governments, 720 East Pete Rose Way in Cincinnati.

Several project update items will be discussed at this meeting including the recently revised **Environmental Assessment (EA)** document. An EA examines the potential impacts that a proposed project may have on the natural, social and built environments. The first draft of the EA was completed in July 2010 and this document has been revised in accordance with KYTC's and ODOT's review comments. The results of recently completed technical studies such as the noise and air quality analyses were included in the current EA. This document will be submitted to FHWA for a legal sufficiency review in December.

The **Preferred Alternatives Verification Report (PAVR)** is being revised based on comments received from ODOT and KYTC. The PAVR refines preliminary design work for the preferred alternative and further details the project's construction limits.

In addition, the project team is now beginning to revise the **Access Point Modification Request** based on comments received from ODOT and KYTC. This report is scheduled to be finalized in early January 2011. An Access Point Modification Request must be completed whenever a proposed project changes access points to the federal interstate system.

All of this information is schedule to be presented at public hearings for the project that will be scheduled in February 2011.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com). In addition, all of the project information discussed above will be presented to the public at the February 2011 public hearings.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



www.brentspencebridgecorridor.com

E-Newsletter – January 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports that have been drafted and are being finalized.

Numerous project reports were submitted by the project team in December. These include the revised Environmental Assessment (EA), geotechnical and wind analysis reports for the Bridge Type Study and the revised impact report for noise. The Noise report was accepted as final in December, which means that it will be posted to the project website in the very near future (www.brentspencebridgecorridor.com).

The most recent Brent Spence Bridge Project Advisory Committee meeting was held on Friday, December 17, 2010. The project team gave a presentation which covered project activities since the last meeting and what the next steps of the project are. As part of the presentation, the Recommended Preferred Alternative and the Final 3 Bridge Alternatives were presented along with the revised project schedule. Key project dates discussed were:

- FHWA Legal Sufficiency Review of the EA – April 2011
- Hold Public Hearing – May 2011
- Issuance of FONSI – August 2011
- Detailed Design – August 2011
- Right of Way Acquisition – 2012-2015
- Construction Start – 2014 / 2015
- Construction Complete – 2022

The presentation, handouts, and notes from the meeting will be posted on the project website this month.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com). In addition, all of the project information discussed above will be presented to the public at the May 2011 public hearings.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

E-Newsletter – February 2011



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Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports that have been drafted and are being finalized.

These reports include draft versions of the Air Quality PM 2.5 Hot Spot Analysis report and the Determination of Effects report for historic resources. Both reports were submitted in January and are currently being reviewed by KYTC and ODOT.

Because the project will affect traffic volumes and diesel truck percentages on heavily traveled roadways in an area classified as nonattainment for the annual PM 2.5 standard, a qualitative Air Quality PM 2.5 Hot Spot Analysis is required to demonstrate compliance with the Conformity Rule in accordance with 40 CFR 93.

In addition, ODOT and KYTC comments have been addressed for the Bridge Type Study and Access Point Request documents. Both of these reports are in the process of being finalized.

Environmental work in February will include archaeological field surveys, revising the Determination of Effects Report for Cultural Resources and revising the Air Quality PM 2.5 Report.

Design work in the month of February is expected to include finalizing the reports listed above along with further development for Maintenance of Traffic (MOT) plans and project signage plans.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com), which has recently been updated. In addition, all of the project information discussed above will be presented at public hearings in May 2011.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
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Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter – March 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

In February, the Air Quality PM 2.5 Hot Spot Analysis report was finalized. Because the project will affect traffic volumes and diesel truck percentages on heavily traveled roadways in an area classified as nonattainment for the annual PM 2.5 standard, a qualitative Air Quality PM 2.5 Hot Spot Analysis is required to demonstrate compliance with the Conformity Rule in accordance with 40 CFR 93. The report is posted on the project website. To submit comments on the report, please follow directions found on the project website.

In addition, the Determination of Effects report for historic resources was revised based on comments received from both KYTC and ODOT. This report will now be submitted to resource agencies for review and approval.

Engineering work in the coming month is expected to include submitting the Access Point Request Document for FHWA review, submitting the final version of the Bridge Type Selection Report, and submitting the revisions to the Preferred Alternative Verification Report (PAVR). Plans for signage and maintenance of traffic on the project will also continue to be developed.

Environmental work in March will include completing archaeological field surveys in Kentucky, circulating the Ohio archaeological survey report to consulting parties and updating the Environmental Assessment with current project information.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which has recently been updated. In addition, all of the project information discussed above will be presented at public hearings in September 2011.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacey Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacey.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – April 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

Several project submissions were made in the past month including the Access Point Request Document, the Determination of Effects Report, the Bridge Type Selection.

The Access Point Request has been updated based on comments received from ODOT and KYTC. This document has been submitted for federal review.

The Determination of Effects report for historic resources was revised based on comments received from both KYTC and ODOT and has been submitted to the Federal Highway Administration in Kentucky and the Kentucky Heritage Council for review and approval.

The Bridge Type Selection Report is finalized and has been posted to the project website.

The project team anticipates receiving comments on some submissions and finalization of others as noted above. Work will also continue to update the Environmental Assessment document with current and new project information.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated. In addition, all of the project information discussed above will be presented at public hearings in Fall 2011.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – May 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

Several project coordination meetings were held over the last month, including those with the cities of Cincinnati and Covington. The team also met with representatives from the Western Hills Viaduct project to work on certified traffic data and with the Federal Highway Administration (FHWA) to review the project's Access Point Request document.

Required revisions were made to the Phase I Archaeological Report for Kentucky and resubmitted for finalization. Work also continues on the project's impact assessment for Longworth Hall.

The team continues to finalize outstanding project reports in preparation of developing final environmental and design documents. In addition, it is anticipated that drawings for the two remaining design alternatives under consideration will be posted to the project website within the next few weeks (www.brentspencebridgecorridor.com).

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated. In addition, all of the project information discussed above will be presented at public hearings in Fall 2011.

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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacey Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacey.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – June 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

Final comments were received from both Ohio Department of Transportation (ODOT) and Kentucky Transportation Cabinet (KYTC) on the Preferred Alternative Verification Report (PAVR) in May and the project team finalized this report. This step of the process formally refines the design of the recommended alternative. The report will be posted to the project website this week.

The project team also finalized the Access Point Request document to address comments received from the Ohio and Kentucky Federal Highway Administration (FHWA) offices. An Access Point Request document is required for any proposed project that will change access to and from the Interstate system. It must demonstrate that a proposed project negatively impact congestion and safety on the portion of Interstate highway that it improves.

A Retaining Wall Study document was also submitted to ODOT and KYTC. This study document provides details such as the location of and the justification for each retaining wall proposed for the project.

Environmental project work in the month of May consisted of revising the Determination of Effects Report and the Environmental Assessment draft in accordance with agency comments and current project information.

An Environmental Justice Survey and Letter were also drafted for KYTC review.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated. In addition, all of the project information discussed above will be presented at public hearings in Fall 2011.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – July 2011

The Brent Spence Bridge project team provides an update of work completed in the past month and a brief look ahead at what is to come in the next months.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

Last month, the project team submitted a revised Determination of Effects Report for historic properties. This report identifies project impacts to historic properties within the project area. An Impact and Mitigation Analysis report and a Section 106 Memorandum of Agreement for Longworth Hall were also completed. These documents define project impacts to Longworth Hall and set forth potential measures to mitigate those impacts.

The project team began developing artist renderings of several project elements such as the Western Hills Viaduct Interchange and the I-71/I-75/US 50 Interchange in Ohio, and the I-71/I-75 Corridor between 12th and 5th streets in Kentucky. These renderings will show how project features will look in the context of the actual surrounding area.

In the coming months, the project team will be finalizing and incorporating review comments into the various environmental and engineering reports and continuing to update the Environmental Assessment document with current and new project information. Field work will begin as part of revising the project's 2010 Noise Analysis based on new FHWA regulations. The revised report is expected to be completed in late 2011.

Upon finalizing the various reports, all project findings will be summarized in the Environmental Assessment document and presented at public hearings. At the public hearings, project reports, drawings of the recommend preferred alternative, renderings of key project elements, video animation of the Final 3 Bridge Alternatives, and traffic simulation videos will be available for review. Following the public review process, the project team will address comments and produce a Public Comment Summary which will be incorporated into the Findings of No Significant Impact (FONSI).

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Future E- Newsletters will be distributed as needed upon completion/prior to key activities. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacey Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacey.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – August 2011

The Brent Spence Bridge project team provides an update of work completed in the past month and a brief look ahead at what is to come in the next months.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

In the past month, the project team began field work and collection of land use data for an updated project Noise Analysis based on revised Federal Highway Administration policy. This field work consisted of conducting noise monitor readings during peak traffic hours throughout the study area while conducting vehicle counts. In addition, the project team initiated the collection and analysis of 24-hour continuous noise readings at sensitive locations within Goebel Park in Covington, Kentucky. A survey of all buildings within 800 feet of the study area was performed in Ohio during July and will be performed in Kentucky during the month of August for purposes of updating Noise Analysis efforts.

The project team also received comments on its analysis of Maintenance of Traffic plans for the project and a conditional concurrence letter on the project Archaeological Report from the Kentucky Heritage Council.

Environmental Justice surveys were sent to properties with potential to be displaced. The intent of the survey is to collect the basic demographic and income data of the potentially impacted population as well as document general project comments. The information will be analyzed and included in the environmental document for the project.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated.

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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter – September 2011

The Brent Spence Bridge project team provides an update of work completed in the past month and a brief look ahead at what is to come in the next months.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

In August, the project team began additional field work for the new noise analysis which included updating traffic counts and collecting land use data for the remaining alternative alignments.

The project also received a Notice of Acceptance from ODOT on the previously submitted reports regarding potential impact limit and mitigation strategies for potential project impacts to Longworth Hall.

In Kentucky, the project team received KYTC concurrence on the Retaining Wall Justification Study. This report recommends the location and conceptual design types for all retaining wall on the Kentucky portion of the project.

The Interchange Modification Study was updated and the report was resubmitted in August. This report is necessary for any project that creates or modifies access to the federal interstate system. The next step is for the report to be reviewed and approved by FHWA Headquarters.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated.

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Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700



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E-Newsletter – November 2011

The Brent Spence Bridge project team provides an update of work completed in the past month and a brief look ahead at what is to come in the next months.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports.

A right-of way informational meeting was held in Covington, Kentucky on October 13th. The meeting was held in two sessions, 12:00 to 2:00 pm at the Covington City Commission Chambers and 6:00 to 8:00 pm at St. John Church. The purpose of the meeting was to update residents potentially relocated by the project on current status and to discuss KYTC's right of way process. Businesses and residents that may be displaced by the project were invited to attend.

The revised Environmental Assessment (EA) document for the project was completed on October 28th. This document will be submitted to the Federal Highway Administration for review in November.

The project team also submitted the Phase I Intensive Archaeological Survey Report for Kentucky properties and prepared an Individual Section 4(f) Evaluation for the Lewisburg Historic District, Longworth Hall and West McMicken Historic District.

In addition, the noise analysis for the project is currently being updated to comply with recently enacted federal guidelines.

In November, the project team will meet with Section 106 consulting parties in both Ohio and Kentucky. The purpose of these meetings is to present the project impacts to the Lewisburg Historic District and Longworth Hall and discuss potential mitigation measures.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Future E-Newsletters will be distributed as needed upon completion/prior to key activities. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com

E-Newsletter – December 2011



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The Brent Spence Bridge project team provides an update of work completed in the past month and a brief look ahead at what is to come in the next months.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports. Updated information on this work is detailed below.

Comments were received on the revised Environmental Assessment (EA) document from both KYTC and ODOT in early November. The project team is currently working to address these comments. The document will be submitted to the Federal Highway Administration (FHWA) for review and approval after these comments are addressed. Work to finalize the EA will continue throughout December.

Consulting parties meetings were held in both Ohio and Kentucky to discuss potential impacts to the Lewisburg Historic District in Covington and Longworth Hall in Cincinnati. Strategies for mitigating potential impacts were also discussed at these meetings.

The project team also submitted revised Noise Reports for both states and an Individual Section 4(f) report. Noise Report documents in both states were recently revised to comply with recently enacted federal standards.

All project reports that have been completed and accepted are posted on the project website (www.brentspencebridgecorridor.com), which is continually updated.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Future E-Newsletters will be distributed as needed upon completion/prior to key activities. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



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District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

Stacee Hans
Environmental Coordinator
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x274
FAX: 859-341-3661
stacee.hans@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



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E-Newsletter – January 2011

Each month, the Brent Spence Bridge project team will provide an update of work completed in the past month and a brief look ahead at what is to come in the next month.

Work continues in Step 6/7 of the Project Development Process, which includes several environmental and design reports that have been drafted and are being finalized.

Numerous project reports were submitted by the project team in December. These include the revised Environmental Assessment (EA), geotechnical and wind analysis reports for the Bridge Type Study and the revised impact report for noise. The Noise report was accepted as final in December, which means that it will be posted to the project website in the very near future (www.brentspencebridgecorridor.com).

The most recent Brent Spence Bridge Project Advisory Committee meeting was held on Friday, December 17, 2010. The project team gave a presentation which covered project activities since the last meeting and what the next steps of the project are. As part of the presentation, the Recommended Preferred Alternative and the Final 3 Bridge Alternatives were presented along with the revised project schedule. Key project dates discussed were:

- FHWA Legal Sufficiency Review of the EA – April 2011
- Hold Public Hearing – May 2011
- Issuance of FONSI – August 2011
- Detailed Design – August 2011
- Right of Way Acquisition – 2012-2015
- Construction Start – 2014 / 2015
- Construction Complete – 2022

The presentation, handouts, and notes from the meeting will be posted on the project website this month.

All project reports that have been completed and accepted by the sponsors to date are available on the project website (www.brentspencebridgecorridor.com). In addition, all of the project information discussed above will be presented to the public at the May 2011 public hearings.

We will do our best to keep you updated on the status of the project as preliminary engineering and environmental efforts continue. Please check the project website periodically for more information. As always, feel free to contact us with any questions you may have.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

Stefan C. Spinosa, P.E.
Technical Services Engineer
ODOT - District 8
505 South SR 741
Lebanon, OH 45036
Phone: 513-933-6639
FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

John Eckler, P.E.
District Design Engineer
KYTC - District 6
421 Buttermilk Pike
Covington, KY 41017
Phone: 859-341-2707 x237
FAX: 859-341-3661
john.eckler@ky.gov

Fred Craig, P.E.
Project Manager
Parsons Brinckerhoff
312 Elm Street, Suite 2500
Cincinnati, OH 45202
Phone: 513-639-2100
FAX: 513-421-1040
craig@pbworld.com



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

**Public Comments Received –
Bridge Type Study (2010)**

**Website Comment/Feedback Forms
Aesthetics Committee/PAC Meeting - January 29, 2010
Bridge Type Selection Step 1
Disposition of Comments**

Date Received	Name	Affiliation	Comments	Responses
2-1-10	Peter Dryer	General Public	I prefer the cable-stayed bridge with inclined supports with cables that are evenly spaced along the supports. The less zip zagging between the levels of traffic the better, I think. Thanks for listening!	
2-1-10	Pat	General Public	The website states to review the 6 bridge designs and make comments. One cannot locate the 6 designs to review. There is a link to click for bridge designs but nothing happens. Let's update the website so that the public can take a look at the 6 finalists.	
2-1-10	Steve Purnell	General Public	Yes, we need a bridge. But the proposed designs vary only from pitiful to boring. Hopefully we can get better looking designs. This bridge can be significant to beautify our city, we don't need variations on the MAD Magazine Poit! We need to encourage architects to design beautiful, inspiring bridges.... not utilitarian junk. while we are at it Music Hall should be upgraded and requests for proposals should be written in such a way as to encourage NEW designs for as near perfect acoustics as possible. Give these ideas to the University of Cincinnati, design and architecture departments, encourage NKU and other nearby schools to compete with the WORLD to make the best bridge, and the best upgrade to Music Hall. Make something substantial, not just a boring bridge. It will reflect YOUR leadership ability. The designs proposed as shown in the Cincinnati Enquirer show a boring leadership, no ideas, no vision for the future. Come on, be creative, I could find a better looking bridge in a catalog. Build a bridge to a better future. No more, boring stuff that does little more than generate campaign funds. BORING!	
2-2-10	Mark Robben	General Public	I think the cable-stayed with inclined support design is a winner! (#3 of 6 in the Enquirer's online photo gallery)	
2-2-10	Richard J. Hicks	Industry	The Project Aesthetic Committee meeting/presentation held on 1/29/10 at the Northern Kentucky Convention Center was a good overview of some of the options considered for the I-75 bridge. I am sure you have already heard this before, but I believe the best bridge design would be to make it as transparent as possible, as some of the designs presented were extremely cluttered, busy and unattractive. I think some of the most open designs would be preferred. Although the group did not seem too interested in the arch designs, I liked the option 4- tapered arch. I liked the book end idea to the existing 471 arched bridge, and possibly adding some decorative considerations (such as lighting, etc.) to the design may serve the area well. I recommend narrowing the choices down to include the arch design as well as the cable stayed designs.	

**Website Comment/Feedback Forms
Aesthetics Committee/PAC Meeting - January 29, 2010
Bridge Type Selection Step 1
Disposition of Comments**

Date Received	Name	Affiliation	Comments	Responses
2-2-10	Cynthia Morris		I saw the renderings in today's Cincinnati Enquirer. I vote for Plan 6 based on aesthetics.	
2-2-10	Alvin Elsbernd	General Public	I own a home on W 9th Street in Covington. I am trying to determine what the chances are that my house will be impacted.	
2-2-10	Chris Sluder	General Public	I like the arch bridge design the best it fits in with existing bridges and brings together the other arch bridge (Carter) and the Brent Spence design into one. The second one is the cable with the inclined support.	
2-2-10	Damien Lass	General Public	Of the 6 designs remaining, I especially like the design which includes a cable-stayed bridge with one main vertical support tower near the Ohio side of the river. I think this design will continue to add to the Cincinnati skyline and make it a distinguishing bridge that is less similar to other cable-stayed bridges in other cities (i.e. Boston).	
2-2-10	Jack Varney	General Public	Design #6 is my favorite and really makes a statement over the Ohio River between the great states of Ohio and Kentucky.	
2-2-10	Ken Smith	General Public	I just saw the pictures in the Cincinnati Enquirer. I wanted to say that I really liked the Cable Stay designs. In fact I really liked the ones where the spires point to both Kentucky.	
2-2-10	Jim Rathbone	General Public	I'm trying to find the pictures referred to in today's Enquirer of the six, or 12, alternatives for bridge construction. I can't find the pictures anywhere on your website. There should be a link on the home page if you hope to have comments by Friday.	
2-2-10	John Heilman	Government	Where are the design alternatives referenced in today's Enquirer?	
2-2-10	Kirk Huggins	General Public	I don't mean to be pessimistic about the condition of the bridge or the bridge itself but I strongly feel that the bridge needs to be replaced altogether. I recognize that as a result of extremely tight budget constraints, you've had your hands tied limiting what can be done. I think I'm not alone by saying that by now the bridge is an eye sore aside from the fact that it's facilitating far more traffic than it was designed for. Traveling across it every day gives me 20 second adrenaline rush because of the tight confines of traffic and the ever prevalent pot holes. I hope this email can help serve as constructive criticism in any way, shape or form.	

**Website Comment/Feedback Forms
Aesthetics Committee/PAC Meeting - January 29, 2010
Bridge Type Selection Step 1
Disposition of Comments**

Date Received	Name	Affiliation	Comments	Responses
2-2-10	Frank S. Duke, Jr.	General Public	I wanted to comment on the designs but the pictures published in the Enquirer today did a very poor job of portraying the bridge designs. Since you could not see the cables on the cable stay bridges, they looked like disconnected towers. When I went to your website, I could not find any of the pictures published in the Enquirer. Plans seemed to have letters, while the ones in the Enquirer had numbers. Your website is an overload of information and it is difficult to find the alternative plans in an easy to understand form. I don't think you really want to hear from us, just give the appearance that you solicited public input.	
2-2-10	Steven M. Kordis	General Public	With all the long standing issues with "the cut in the hill", it seems that this would be an ideal time to have an additional run of highway west of where this current stretch of I-75 exists, eliminating this problem for the majority of users.	
2-2-10	Jeff Blunt	General Public	I'm writing because I understand you are soliciting feedback on the design of the new Brent Spence bridge. Of the six designs submitted, I believe that the cable-stayed design with two inclined supports is the most Visually interesting. However, I want to very strongly encourage you, beg you in fact, to take steps to make this bridge as architecturally interesting as possible both while driving across the bride and from afar. This bridge will be a critical component of Cincinnati's skyline and identity. So many of our bridges are pure utilitarian, blandly designed and even painted in drab colors. PLEASE take this opportunity to go beyond pure utility and create something beautiful for generations of Cincinnatians to enjoy...even if it costs more. Think about Monday night football games with city skyline shots broadcast all over the world, think about the millions of people whose only impression of Cincinnati will be driving through on I-75 and over this bridge. This bridge is a chance to create lasting impressions of our city. I'd love to see flowers and greenery on and around the bridge as well, maybe even artworks...something to set it, and our city apart. To sum up, I believe the aesthetics are as important as the utility, form as important as function. PLEASE, make this our version of the Golden Gate. Thank you for listening.	

**Website Comment/Feedback Forms
Aesthetics Committee/PAC Meeting - January 29, 2010
Bridge Type Selection Step 1
Disposition of Comments**

Date Received	Name	Affiliation	Comments	Responses
2-2-10	Mike Niehaus	General Public	<p>I favor the cable-stayed bridge with inclined supports. Cables are gathered toward the top of the supports, and there is an additional smaller support leg by the main supports. This has an interesting design, blends in the historic Suspension bridge upstream, and would provide good sight-lines from the hills surrounding the area.</p> <p>I am a member of the Anderson Township Transportation Advisory Committee. Tom Caruso is the committee chair, and could provide additional input if desired.</p>	
2-2-10	Charles P. Hammock	Industry	<p>The final five designs appear to be actually two designs with four variations on a theme with respect to the cable-stayed concept. The arched suspension concept is a handsome look, one that we are all familiar with up river. The cable-stayed concept, the one with the most potential for aesthetics, falls short with the proposed tuning-fork towers. Whether vertical or leaning or double supported under-deck, they really aren't very aesthetic if aesthetics is something you're looking to achieve. Maybe if the leaning towers each flared out at the bottom next to the deck (somewhat like a plane's stabilizer wing) it would add interest. I think of the beautiful masts that Santiago Calatrava has created with his bridge designs that exemplify grace in engineering. Those designs make a statement those designs are remembered. Here the Queen City has an opportunity to not only eliminate traffic congestion, it has the opportunity to create a landmark. Saving a few million on a couple billion-dollar project is not considered aesthetic, profitable maybe, but not aesthetic. Now if you can coat the Brent Spence with invisible paint all the better, as I don't know how travelers on the new bridge will be able to see the downtown through all of its adjacent truss work.</p>	
2-2-10	Pat Holbrock	General Public	<p>My vote goes to Plan 6/7. Plan 6/7 is attractive and balanced. Plan 4 is repetitious of the existing "Big Mac" bridge. Plan 9 appears to be a bridge that is already falling. Plan 12 is just plain and ugly.</p>	
2-2-10	Shelly Hansen	General Public	<p>I would like to comment on the aesthetic qualities of the remaining bridge design concepts. Plans 9 and 10 are by far the most sophisticated with their graceful incline supports. The effect of the artist's rendering is symmetrical, yet stylish. I would very much like to see this design on the skyline. Plan 12 however, is a nightmare. It looks as if the engineers ran out of materials halfway through construction and decided one vertical support tower would have to suffice. Please do not consider this eyesore for our proud Ohio River.</p>	

**Website Comment/Feedback Forms
Aesthetics Committee/PAC Meeting - January 29, 2010
Bridge Type Selection Step 1
Disposition of Comments**

Date Received	Name	Affiliation	Comments	Responses
2-2-10	Erika Brenner	General Public	After looking at the designs in the Enquirer and on your site, personally I would suggest either using the Plan 4 or the Plan 6 designs. If you use the #4, you will create a "bookend" look on the river. Seeing as how the Daniel Carter Beard bridge is a similar design, it creates a kind of end cap on each end of the riverfront. However, please don't paint it yellow, the color is terrible. As for using the #6 design, it harkens to the look of days past and is similar in design to the Suspension Bridge. I like the straight up and down look of the pillars versus anything that leans backwards in similar designs. Growing up in Cincinnati and having grandparents that live in Park Hills, I travel and have travelled across the river more times than I can count. I have never liked the look of the Brent Spence and welcome the change to something new. Being someone who prefers continuity in design, either of the above mentioned designs would complete the "riverfront package" the best. Thank you for your time and good luck in your plans.	
2-2-10	John M. Arthur	General Public	Thank you for providing so many alternatives. I think #12 is the most iconic and shows the forward-thinking I am hoping our region's reputation obtains.	
2-2-10	Greg Wirthlin	General Public	First choice, concept #12, Second choice, concept #8	
2-2-10	Tracy Denham	General Public	I like the arch bridge design (plan 4) for the new bridge.	
2-2-10	Jeffrey Smith	General Public	My vote will go to Concept number 11. In my opinion, it provides the best looking approach to give our downtown area an updated look. It is also different than any other bridge design I have seen.	
2-2-10	Gene Froelicher	General Public	I definitely like Plan 4 the best. 6 & 7 are ok, 9 & 10 are unique but goofy for no reason and 12 is just silly. I'm not sure why a continued double-decker approach is best or why a local/non-local approach is best. I guess that's where the \$47 million of study money went. Anyway, it is my opinion as a commuter, the reason N-75 bottlenecks at the bridge is because of the "claustrophobic" effect...that is people instinctively slow down, vs. the top side because they feel boxed in. As far as the local/non-local thing goes the downside I see is trucks. Local basically means access to downtown and I-71. If there were some way to designate a lane just for trucks, regardless of their destination, I think this would help fully achieve the goal of quicker pass through of this critical corridor. Thanks for allowing the input.	

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2-2-10	Leon Spitz	General Public	Suggestion: Build new structure to accommodate all traffic simply because Spence is outmoded and concrete and steel is stressed and would need to be replaced sooner than later. Aesthetically it would be best to replicate Spence bridge. Any other design would uglify. A bridge should also be a "sight to behold" should be a stand-alone structure. I say recycle the Spence structure and relegate it to history. By the way, none of the designs in today's paper excite me. The designs are just ordinary and plain. We can do much better.	
2-2-10	Nancy Cason	General Public	I like the one that looks like Daniel Carter Beard bridge. Kinda fits right in!	
2-2-10	Mike King	General Public	I love the designs and am encouraged that this is finally being addressed. An article I read said the people can vote for their option but I didn't see that on the website. I would vote for #5 if we are keeping the I471 bridge for years to come as it mimics it and would basically depict the queen city inside the two bridges. But I also like #8 as it is more open (just cables) and you would be able to see the city and surroundings easier. Are there any studies on accidents because of the ability to look around easier? I wouldn't want people focused on our beautiful city instead of the road! Very encouraged!	
2-2-10	Charles Curran	General Public	A comment on design alternatives. Plan 4, the arch bridge, gives symmetry to the community's river front balancing with the Daniel Beard Bridge. The other designs, while nice were this a stand- alone project, conflict with the 5 other bridges in the basin. The cable-stayed designs of Plans 6, 7, 9, 10 and 12 would conflict with all the other bridges. We have our community's local landmark, the Roebling Bridge and as long as the Brent Spence is to remain, the new bridge would never be a clearly viewed landmark regardless of its design. Thank you.	
2-2-10	Marty Schilds		You want the public to response to the designs for the Brent Spence Bridge, but I don't see a link to see the designs.	
2-2-10	Wayne D. Webster	General Public	Who cares how big or fancy design it will have. It just has to be big enough for the future and be able to stand for time. This also needs to be done in a reasonable amount of time because of the traffic flow it handles every day. No long delays having it built and no local government interference.	

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2-2-10	Dan Stricker	Others	Pick the bridge that will be the cheapest to maintain. I can't tell from the designs you have so far which one that is but, I know that maintenance costs will far out-weigh the cost of the bridge, (from being in the maintenance business) Keeping maintenance costs down will help ensure that this is done on a regular basis and hopefully this money will not be stolen/siphoned off of the project by political hacks looking out for their own interest. The original price is not the true cost of this project. Planning should be the number one concern. I remember this bridge being built. It was not that long ago. I also know that the suspension bridge was built in the 1800's. Have we gotten worse in building bridges or has technology gone down since then? I think not. We have one of the best Engineering schools only a few miles away from this bridge. Use it.	
2-2-10	Craig Wales	General Public	I would like to recommend that throughout the process of choosing and building this bridge, we keep rail options in mind. Perhaps not as part of the original structure, but as part of a later project. I think as this country starts to think about investing more in passenger rail, we should use this opportunity to be forward thinking about what our needs may be. And how this bridge project can be an inspiration to how we move in the future. Thank you for your time.	
2-2-10	John Kahler	General Public	Proceed with the arch bridge (Plan 4) unless there is a significantly lower cost for one of the other plans.	
2-2-10	Michelle Myfelt	General Public	After reviewing the different plans for the Brent Spence Bridge, I like #6, #7 or #12. I am impressed by all of the designs and am glad this project is moving forward as I cross this bridge twice a day. Thanks!	
2-2-10	Karen Rush	General Public	I prefer the 1st design on the website....it seems to fit better w/ the original bridge design and blends well w/ the river landscape of bridges in the area.	

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2-2-10	Lynne Rice	General Public	I have looked at all of the 12 bridge concepts and prefer #3 or 4. They are the right height to blend in with the other bridges, and the shapes balance the east and west approaches to Cincinnati. There would not be 5-6 different bridge designs connecting Cincy and KY. Either of them would make the Daniel Beard Bridge and either one of them bookends to Cincinnati, sides of a fan, etc. They do not detract from the Brent Spence and are in the same proportion. Next favorite is #1 concept. It blends in with the Brent Spence, but makes each bridge different. #6 - 11 are all too high for the setting and too different from the other bridges. The forked ones are not beautiful, don't fit in, and are not appropriate next to the Brent Spence. #7 looks like tepees hovering over the river. #9 looks unstable and already falling down. #12 looks unbalanced with only the OH end having huge towers. Studies of other bridges seem to show that when the car to bridge height ratio is too large people hurry to get off of the bridge. We want a bridge that blends in with the others, is in proportion to its setting and is comfortable to cross at highway speeds, as well as get stuck on. I feel #3 or #4 are the best with #1 a far second choice. Your website is difficult to navigate, and the information should have been accessible without downloading. The downloading process made flipping back and forth between the designs for comparison nearly impossible because of the time involved. The pictures are life like though, and beautiful to look at. Thank you for this opportunity to comment on this process.	
2-2-10	Marshall Bailey	General Public	If and when they build a new bridge 71/75 replacement, they should have an EMERGENCY LANE on both sides, north and south for cars that break down so they won't get hit.	
2-2-10	Karen Fitzpatrick	General Public	For the Brent Spence Bridge replacement design I prefer: Plan 4, the arch bridge.	
2-2-10	John Q. Public	General Public	I like #12. Looks riverboatish (two stacks).	
2-2-10	Leonard Rescek	General Public	Given that all the plans will have the maximum number of lanes and will be equally capable of carrying the load, take the plan that costs the least. Save the millions (or billions) of dollars on aesthetics as ninety-nine percent of drivers will only be impressed by how quickly the traffic flows across it while not having to avoid potholes.	

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2-2-10	Gerald C. Kaufman		You have the design narrowed down to six. Include all six in the bid package to the contractors bidding on the bridge replacement. Let them include in their bid package the design they want to go with for their bid. This will provide the lowest cost structure and the lowest cost to the tax payers. All the designs look good – Let's go for savings.	
2-2-10	Steve DeWitt	General Public	Saw the alternatives in the morning paper. Plan 4 is the most attractive and it will bookend the city nicely with the 471 bridge. Definitely the best alternative, I think.	
2-2-10	Robert Biggs	General Public	In response to the article in the Cincinnati Enquirer, dated 2/2/2010, soliciting input from residents as to the type of design for the new bridge ---- my vote goes to the arch-style, which has clean lines and seems to better frame the view of the existing Brent Spence Bridge and also replicates the other arch-style (Daniel Carter Beard "Big Mac") bridge to the east. Thanks for considering my input.	
2-2-10	Lois Reed	General Public	We like the design of PLAN 4. BEAUTIFUL COMPLIMENT TO THE I-471 BRIDGE.	
2-2-10	John A. Gehring, Ruth Gehring	General Public	I like Plan # 4	
2-2-10	Ben	General Public	Concept #8	
2-2-10	Todd A. Bricker	General Public	#12 and #4 are much better than #'s 6, 7, 9, and 10. #12 I call "Tall Stacks" and though I usually prefer odd symmetry two "stacks" work best near the river. #4 has the neatest look framing the riverfront area with the Daniel Carter Beard bridge. #'s 6, 7, 9, 10 make me feel like I'm being poked in the eyes with a couple of forks-ouch! #,s 6,7 although rakish and initially appealing , after looking at them a while they seem almost pornographic or , at least gynecological-we don't want the riverboatmen commenting about the splayed supports being the "Queen City's" open legs "welcoming" them to town! Also the tilted supports may be disorienting to some drivers. Thank you for your fine work on this project!	
2-2-10	Brad Thomas	General Public	As for the bridge designs, I am in favor of the 500 foot single tower on the Ohio side.	
2-2-10	John Bowen	General Public	I would like to offer my suggestion for the Brent Spence Bridge replacement as Option 1, the arch bridge. I feel as if this design offers the most aesthetically pleasing lines and matches well with the Daniel Carter Beard Bridge on the other side of the city. The other options, while nice, seem to offer this image of trying too hard to be architecturally significant and I don't think they accurately represent the city of Cincinnati.	

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2-2-10	Liz Wippel	General Public	I love the new designs of the bridge that came out today in the newspaper. My favorite is the arch design which looks like the Daniel Carter Bridge aka Big Mac bridge along I-471. It looks like two arches into Kentucky and into Ohio. It looks very neat. I have lived in this area for 24 years and I'm so excited about the new bridge. We desperately need one for Ohio and Kentucky. Linking the two wonderful states with two bridges with arches would signify the Greater Cincinnati and Northern Kentucky feel as most of us cherish each and every day. Thanks for letting the citizens have a chance to comment on the designs.	
2-2-10	Miranda Marshall	General Public	I would like to cast a vote for option six of the replacement bridges (single tower cable stayed). Thanks for encouraging the public to voice an opinion!	
2-2-10	Joan Lockman	General Public	I like Plan #4 the best. Plan #9 would be my 2nd choice. Good Luck!!	
2-2-10	Debbie Bennett	General Public	I currently work on Mehring Way, will this area be affected? If so, how? Thank you	
2-2-10	Heather	General Public	I like concept #5. It is the most original of the bunch and it looks very structurally sound. This design is definitely the most visually appealing.	
2-2-10	Brandon Druffel	General Public	I personally prefer #10 for its use of symmetry and the substance that the second tower creates, but I also believe that # 12 is much more iconic and monumental. Essentially I think that based solely on design that #12 would create a greater 'architectural impact' on the city.	
2-2-10	Patrick Dole	General Public	I'll admit the concepts are neat and creative, but ones that I think would be more appropriate for Cincinnati are Concepts 3-5 and/or Concepts 6-7. Either Concepts 3-5 would, if built, "bookend" the city's "Bridge Stretch" with the Roebling Bridge right in the middle and with the Arches of the Big Mac and Brent Spence at each end serving as Gateways into the city. However, if those concepts fail, Concepts 6 or 7 would also look nice. If built, they would serve as a signature bridge of Cincinnati and also as the gateway into Ohio or Kentucky, depending on which direction you're traveling. But, Concepts 3-5, either one of those would be my first choice.	

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2-2-10	Lloyd Espenlaub	General Public	<p>1. Concept 10 gets my overwhelming vote. 9 runs a close second if the [presumably smaller cable diameter?] actually gives it a lighter feel though the lower deck looks like it would have more masking beams, No notes to help compare, and I had to page 4 pages back and forth, back and forth before I could really see any differences.</p> <p>2. Concept 5 makes a good bookend with the 475 bridge at the other end. Concept 2 is also an echo of the new Newport bridge, but do we want a bridge which is simply an echo of another.</p> <p>3. Concept 1 is as just plain ugly as the existing Brent Spence is. Both are a horrible "Welcome to Backward Kentucky" or "Welcome to Backward Ohio" as you can get. Any new bridge should not repeat its design, so that when the old span is finally scrapped and replaced it can be replaced with a much more open, welcoming and 21st century design.</p> <p>4. The file is huge and will be unavailable to anyone trying to access it on dial up. Multiple HTML pages as an alternative would give wider access.</p> <p>5. Concepts 6 and 7 look identical until I count cables, Is this the only difference? If so, the illustrations do not give me a feel for the difference in effect of fewer larger [presumably] cables or many smaller cables. Are we talking 2/3 greater diameter, or double the diameter, No notes again to explain or point out subtle differences.</p>	
2-2-10	Robin E. Harvey	General Public	<p>The only remaining bridge design that bears any relationship to the existing bridgescape over the Ohio River linking Cincinnati, Covington, Newport and Dayton is the arch bridge design that is designated Plan 4 in today's Cincinnati Enquirer. The vertical, inclined and single support designs overwhelm the Roebling bridge rather than highlight it and clutter rather than complete the sweep of the River from East to West.</p>	
2-2-10	Karen Burke	General Public	<p>The Cincinnati Enquirer asked for readers to let you know what bridge plans we prefer. The Plan 4 bridge, I believe, is the best one. It is aesthetically pleasing to the eye. Thanks for listening!</p>	
2-2-10	Doug Barclay	General Public	<p>I like the Design 10..... Was told you were looking for feedback but can't find where one would vote for which concept.</p>	
2-2-10	Sharon Chaney	General Public	<p>My favorite is #6 with #8 close. It reminds me of the cables on the roadway over I-75 on second street. I like that look a lot as the look on the bridge into Maysville, KY.#4 compliments the I-471 bridge, but I think it's nicer to have a different look on the other end. Thanks for the opportunity to comment. I've lived here all my life-born and raised--61 years.</p>	

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2-2-10	Dane Griffith	General Public	The concepts for the new Brent Spence are wonderful, however, yet another girder-encrusted bridge is what the Cincinnati riverfront does NOT need. The suspension bridges, concept # 8 for example, would be a beautiful addition to the panoramic vistas of the Covington/Cincinnati riverfronts. From people passing through to those of us who live here, the Golden Gate-style bridge concepts would be a delight to see and drive over on a daily basis. Please, if my input is valued, select one of the suspension designs! I work in Fort Mitchell, KY, and live in downtown Cincinnati, so I love and cherish the improvements to the area that have been going on in recent times, and a beautiful new Brent Spence would just continue that trend.	
2-2-10	Ted Smith	General Public	Keep it simple. I opt for the simple arch like the Dan Beard Bridge. The simple arch would require less painting and be easier to maintain than the truss. The single tower looks "artsy" but all of those long cables worry me. The two towers have too many cables, too. The fewer cables, the better.	
2-2-10	Jason Orabella	General Public	I would like to thank you for taking the time to make a website and taking into concern the general public. I would like to applaud the professionalism of this website, and the quality of the plans I viewed. I felt all of the renderings in the paper today, February 2, 2010, were aesthetically pleasing. Thank you for taking the time to read this email, A member of the public.	
2-2-10	Wayne Grodkiewicz	General Public	I am a local bridge "freak" and it would be very cool if you went with either Plan 9 or Plan 6. Cable Stayed and Suspension Bridges are much more beautiful than arch or cantilever.	

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2-2-10	Bob Little	General Public	<p>Thank you for sharing Brent Spence design proposals with the citizens of Cincinnati. What is offered is a beauty contest between look alike bridges from Hangzhou, Pitt River, Songo City, Tampa, Alsea Bay Oregon (a look alike Big Mac), or the Ben van Berkel proposal for Rotterdam. Cincinnati would ere replicating another similar span. We have an exceptional opportunity to showcase Cincinnati at the convergence of several freeways. Traffic counts are enormous at this key point of entry and visibility. My answer on design: select none of the proposed designs. We have the most historic and beautiful bridge on the Ohio River here in our town, yet none of these designs reflect an updated design reflective of the Roebling's character and strength. The proposed Big Mac design is powerful, yet not a compliment to the Brent Spence span. A second Big Mac is simply repetitious. Maybe a competition between great designers would produce a concept as fresh as the tiara on our newest hi-rise building, or possibly a modern like the sweep of the Paul Brown Stadium deck. If we choose not to be innovative or brave, how about a straight clean roadway with under structure support allowing the existing Brent Spence to be a beautifully renovated, uniquely painted symbol of this historic crossing point? Don't squander our chance to secure a distinctive and unique gateway to our remarkable city. Our budget must be contained, but not hometown spirit, creativity nor ingenuity. An important is consideration for traffic planning on both sides of the river. It was disappointing not to see traffic plan alternatives in the proposal. Cincinnati is historically poor at traffic solutions so let's not miss the primary objective here. Do round-a-bouts work? Massachusetts just removed a major one. Other cities have typically removed them on heavy traffic interstate or state highway corridors. Let's start with traffic (I like the I-71, I-75 separation idea) then secure the best bridge solution for Cincinnati. Make time to do it right.</p>	
2-2-10	James M. Ochs	General Public	<p>Looking at the 6 proposals in the Enquirer today, and studying them further on this site, I would choose between concepts 3 & 12. Concept 3 would provide an overall symmetry from I-71/75 to I-471. In complete contrast, concept 12 is visually stunning and would instantly provide the landmark status the criteria specifies. I love the asymmetrical line against the backdrop of the cityscape as well as the height of the support columns. I would not be disappointed in the more conservative choice of concept 3, but I think concept 12 would be a great addition to the already phenomenal Cincinnati skyline. Go with a BOLD vision!</p>	

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2-2-10	Carol Ramler	General Public	<p>In response to the comments for Bridge Design, the website needs to be updated to state clearly what are the 6 alternatives being moved forward. Further, given the amount of time necessary to upload the 12, uploading only 6 would be appreciated. I am in favor of an arched type bridge profile. It would be the book end to the Big Mac. Given the context of the existing bridges, it would much better compliment the other bridges as opposed to the various cable stayed bridges. The issue of potential river traffic interference for an arched bridge can be worked out in later design phases. Pretty much the impression of all of the cable stayed (CS) bridges was that of a sore thumb. Consider when 2nd & 3rd Streets were constructed w/ the Fort Washington Way project. I don't believe any bothered to artistically render the absolute clutter caused by the proliferation of the lights, banners, etc. That is one of the issues w/ the proposed CS bridges. The cables are either lost in view due to the Brent Spence or look discordant rising above the clutter of trusses from all of the other bridges. Another issue, even more important, the CS bridges that really look good are bridges that don't share the landscape w/ a multitude of other bridges. Their gracefulness compliments the landscape & vice versa. In this location, w/ all the other bridges, the effect of gracefulness is obliterated. Whether looking upriver/down river or from some angle - the Brent Spence is going to be right there, in all of its truss glory, with the even older Clay Wade Bailey and RR bridges being mighty close. A CS isn't going to be able to make much of "statement" when it has such lovely competition! To continue, the artistic renderings herein are quite deceptive in that the immediately adjacent Brent Spence Bridge is "right there", not simple a smattering of trees on the OH side. They fail to show that a CS side-by-side w/ a truss doesn't have a remote chance of looking good. Because of that critical adjacency, the aesthetic goals are next to impossible to be met. No matter how clutter free a CS bridge offers, driving on the new bridge, you'll see the old one - both levels. Therefore, the selection of a structure made of similar materials and the simple grace of an arch, I believe, will have a greater chance of aesthetically complimenting the waterfront. Thanks for considering these comments.</p>	

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2-2-10	Mike Lockhart	General Public	Please, build a pretty, aesthetically pleasing bridge. Something that will be perhaps uniquely Cincinnati's or at least eye-catching. Cincinnati's bridges are so utilitarian and ugly aside from the 471 bridge. I would vote for the cable-type bridge, like the new one over the Ohio river that connects Maysville, KY and Aberdeen, OH.	
2-2-10	Bill Baker	General Public	DO THE ONE WITH THE LARGE TOWERS ON THE OHIO SIDE - NO QUESTION THIS IS THE MOST DISTINCTIVE....	
2-2-10	Angie Garber Zengel	Academia	I love the different design options and I'd like to share with my third grade students, is this is where we would give feedback or are you collecting public opinion in a different way. Please let me know how we can give you feedback regarding our favorite bridge design. Thank you.	
2-2-10	Nancy Wishart		This is a comment on the Brent Spence project. My vote goes to Plan 6, it is beautiful, I would prefer the cables evenly spaced and not in the x pattern. Thank you for your consideration.	
2-3-10	Steve Mary	Hamilton Co Engineer Office	After reviewing the different alternatives I was surprised that there was not a two legged two tower alternative. This would appear to be less expensive than the three legged alternatives. The two legged tower with the arched top was just two different and was not well received. Use the same idea minus the arched top and show a strut between the legs well above the deck. This is a more common design and has been enthusiastically received by the public in other locations.	

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2-3-10	Cathy Marksteiner	General Public	<p>The Cincinnati Enquirer had an article about the design for the Brent Spence Corridor bridge replacement. The article ran 2 Feb. 2010. While only 4 photos were shown, there were 6 concept plans mentioned. Public comment was invited. First, thank you for the public invitation. Second, I took the opportunity to review the 12 different designs for the bridge alternatives. I did read some designs were eliminated by a project advisory board. Even so, I would like to comment my top 2 design preferences. Plan 4 and Plan 8 were my top two choices. Plan 8 may be one of the potentially eliminated plans. Plan 4, with its arch, mirrors the Daniel Carter Beard Bridge. The design would "bracket" the city connections between Cincinnati and the Northern Kentucky communities. The visual continuity on the river would also be a bonus. Instead of parallel bowstrings, the Arch in plan 4 has converging bowstrings. Nice change. The open cable stays and lower deck truss configuration gives greater views. I have seen some of the big cable suspension bridges. Plan 8 is unique in design from all of the other cable bridges. The inverted "V" supports are distinctive, would be unique to Cincinnati, provide open views in many directions, would not be as tall as most of the other cable suspension designs, and would be a great addition to the Cincinnati/ Northern Kentucky skyline. Thank you again for the opportunity to submit our thoughts about the bridge design.</p>	
2-3-10	Dick Young	General Public	<p>I drive I-75 at least 4 days a week so I'm familiar with the traffic pattern. The biggest problem facing construction is the Southbound approach to the bridge, essentially I-75 goes from 4 lanes to 2 creating the bottleneck when traffic starts to get heavy, any Friday, rush hour or Holiday evening. We need it to be 4 lanes all the way across the bridge with an extra lane for breakdowns. This is not as much of a problem on the approach Northbound since the approach stays 4 lanes until the I75/71 split on the north side of the river but there is a need there for the breakdown lane. In my opinion anything less than 5 lanes is a waste. Also, the Southbound approach would be better if it was a straight line over the river starting around the Freeman exit area, that would give out of town drivers not familiar with the area a better view of the bridge. I really don't care which design is used as long as it can handle the present traffic plus any future needs, I would go for 6 lanes that should carry the load until at least 2030. Thanks for the opportunity for the input.</p>	

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2-3-10	Mark Teschauer	General Public	I feel that the new designs for the bridge lacks the foresight into a possible light rail or even commuter rail development that could serve as an effective link between Downtown and CVG airport. Dedicating a portion of the bridge to future development would allow for an excellent mixed-use transportation system that could serve as a means of reducing traffic. Thank you for your consideration.	
2-3-10	Jeremy Mosher	General Public	Just wanted to share a vote of favor for "Re-Design #12" for the Brent Spence Re-Design. I find it to be a distinctive and eye-catching solution to the bridge re-design. In my opinion "Re-design 4" would be a nice second option, as it offers a nice "book-end" to the Daniel Beard "Big Mac" Bridge at the eastern border of Downtown Cincinnati. However, regardless of aesthetics, I feel strongly that the #1 design consideration should be making the new bridge accessible for pedestrian/light-rail right-of-way. Bike access would be great (as seen on New York City's Queensboro and RFK Bridges, which offer bike/pedestrian lanes separated from traffic by railings) but rail access needs to be part of this design, if our city is going to be as accessible -- and as competitive -- as possible.	
2-3-10	Dan Longano	General Public	The design I like best is the one with the two very high columns on one side.	
2-3-10	Carole Lauber	General Public	I prefer the Plan 6.	
2-3-10	Jennifer and John Stein	General Public	You were asking for bridge concept votes. I guess this is the place to comment. My vote is for design #8. Stay with the cable designs, they are very pleasing to the eye. How will noise issues be addressed? The echo from the current double-decker throws a lot of noise out and onto Kenton Hills. Please consider some type of sound shielding. Thanks.	
2-3-09	David Ventre	General Public	Have a provision to allow vehicles to detour from one bridge to the other (and vice versa) during periods of wrecks, road surface repair, line painting, and general maintenance etc.	
2-3-10	John Pratt	Industry	I support bridge design number TEN. It is the most aesthetically pleasing alternative.	
2-3-10	Chris Ridenour	General Public	After seeing the publicly released designs for the Brent Spence Bridge replacement, I feel that your designs failed to meet the initial criteria. None of those stand out as a visual landmark that this city could be proud of. They are good looking bridges, but all have been done before or don't fit the distinct visual appeal of the current Brent Spence Bridge or our city in general. I hope to see more concepts in the future.	

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2-3-10	Howard Fishburn	General Public	Of the four designs in the Enquirer, I prefer #4. It gives balance to the riverfront with Big Mac on the other end. Some might think it SAME OLD - SAME OLD. #6 is my second choice. Something different, balanced, frames the river. #9 looks like the bridge is too heavy for the towers, and they have to lean back to support the weight. #12 would probably be the most stunning of all because of its height. Maybe since you only get a new bridge every 50 - 60 years, that is the way to go. GOOD LUCK!!!	
2-3-10	Abbie Jones, PE		I like concept 8 the best. As a Kentuckian, I would prefer something that is a little bit different from other "designer" bridges. (i.e. don't want to match the coastal GA bridge, etc). I hope that a color other than white will be chosen to separate KY from others too. Any other design details that allow for KY symbols would be outstanding (i.e. the three star layout on most new interstate bridges in TN). One idea of such is to have "K" and an "I" in the truss structure (either the superstructure or the lower level members). That would be subtle but a nice detail. I also notice that there is no vertical curve in the design. I would assume that each structural layout allows for different heights of boats/barges underneath (further limited by other bridges which will eventually be replaced as well). I hope that is given strong consideration as well as aesthetics.	
2-3-10	Rick Pansiera	General Public	As an Architect in the Cincinnati area, I thought I would take you up on your offer & provide my personal feedback on your project designs. I shall keep comments brief. Please, Please do our area a favor & finally provide a public infrastructure project worthy of national attention. That said, I feel this could be accomplished by proceeding with concepts #9 or #10, followed closely by #8. These concepts all provide elegant answers to a fairly non-elegant type of structure. Not only do they present the design best from the land based views, but also importantly address the view from the river as well, which is a very important part of the city. Whatever you do, I think you shall be faced with years of ridicule if you accept concepts #3, #4, or #5. These appear to be "We don't have any better ideas than the Big Mac, so we'll go with it!!" Maybe we can paint it purple & call it the "Purple Car Bridge". That would certainly be novel. Thank you for taking the time to review our input. Best of luck to you.	
2-3-10	Peter Hoyt	General Public	The new bridge designs are really pretty good. In particular I like design #12, with #6 and 9 as second choices. What really bothers me is that the existing bridge will be kept after the new bridge is built. While I understand why it is kept I wish further studies could be done to determine if it can be removed and local traffic served by the other existing bridges.	

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2-3-10	Charles Simon	General Public	I give Concept 9 an A+. Second choice would be Concept 4. Third place Concept 1. My background architecture and construction.	
2-3-10	Jerry Bain	General Public	The front page article in the February 2, 2010 edition of the Cincinnati Enquirer stated that public feedback was invited on the designs for the Brent Spence Corridor bridge. My choice is for Plan 12 with Plan 9 the next. There was nothing I could find in this web site directly related to yesterday's article. Also, when I phoned Parsons Brinkerhoff as noted in the article, my call went to voice mail. Not easy to offer public comment under these circumstances.	
2-3-10	Manfred Schnetzer	General Public	Regarding the designs listed in the Feb.2 Cincinnati Enquirer: I vote for Plan 4 ("Big Mac" bridge type)My least desired design is plan 9 with the slanted supports. Even though statically good, it's not a pleasing design. I have seen plan 12 as an AUTOBAHN bridge over the Rhine River near Duesseldorf, Germany. Looks very majestic !	
2-3-10	Gwen	General Public	Yes to the arch style, as it mimics the Newport bridge, like the taller of the looks here... Yes to the Golden Gate style as it looks grand as our city should look ! Big NO to the triangle or pointed posts leaning backwards...YUK !	
2-3-10	Rick Mitchell	Others	In your schedule window on this site under Task, after (FONSI) you should put "NOTHING OF CONSEQUENCE ACCOMPLISHED" I've been crossing that rusty death trap almost twice a day for over THIRTY years now and you're not even out of the "GEE HOW DO YOU THINK WE OUGHT TO DO IT?" stage. You need to whittle it down to three! Here's a thought - throw a dart. Anything's better than what's there now. Or you could simply hire someone who can make a decision. But that's just my opinion and only shared by a couple million others I'm guessing.	
2-3-10	J. Bevis	General Public	I like the looks of the bridge that resembles the Daniel Beard bridge.	
2-3-10	David Hahn	General Public	One problem with the current bridge is congestion on the northbound portion. The main cause seems to be the addition of traffic from the 12th and 5th streets of Covington on the right hand side just before I-71 and I-75 diverge. If traffic from these ramps could choose which side of the highway to merge onto (e.g. merge into the left lane for I-75 bound, and the right lane for I-71 bound) you could cut down on the amount of lane crossing necessary for people to get into the proper lanes within this short corridor. Improved traffic flow would also reduce the average load being carried by the bridge, assuming that cars will drive further apart at higher speed.	

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2-3-10	Elizabeth Stoehr	General Public	One of the complaints we often get about Cincinnati is that it is not with the times. This bridge we will build is a fantastic opportunity to demonstrate and reflect our unique geographical setting, history (the Roebling Suspension Bridge, prototype to the Brooklyn Bridge) and sophistication as a city and region. The view from the cut in the hill, in Kentucky, is one of the most dramatic entrances to a city. You might want to see how the new bridge design will look from that angle. The six designs shown on your website, in my opinion, come off as ordinary and dated. They could have been designed fifty years ago. They are not 'now'. Please search for a more forward-looking, inspiring design; Santiago Calatrava (www.e-architect.co.uk/.../calatrava_bridge.htm) comes to mind. Who knows, maybe the bridge will become a destination!	
2-3-10	Viola Nagel	General Public	This bridge needs to be designed like the William H. Harsha Bridge that goes from Aberdeen Ohio Route 52 to the AA highway in Maysville Kentucky.	
2-3-10	Fred Hornback	General Public	I like bridges 9 and 10. They look the same in these pictures, but I like them, their design is forward looking. I know we can't have the best money can buy, so I pick them. Is there a lower deck on any of them?	
2-3-10	Randy	General Public	Concept number 11 is both aesthetically appealing and future looking, warmer with arch and cable design. Frankly and strangely the concept has an organic welcoming feeling to it. Out of the options in the PDF file this concept is cool and would define a new vibrant river-scape for our region.	
2-3-10	Rose Pranger		We live very close to I-75 - near the new St. Elizabeth Emergency Hospital here in Covington. We witness too many bad accidents going in both directions - very busy on certain days. Here are my remarks in my ongoing file. ROSE HAS SPOKEN. I cannot believe that someone hasn't thought of this solution already: The Brent Spence Bridge already exists. Another similar bridge construction is planned for the foreseeable future to the West of this structure. Why - in the name of good sense - can't the powers that be regulate that one bridge be used for all commercial vehicles - and motor homes could be included in the mix - and use the other span for private passenger cars. Doable? Why not?	
2-3-10	John Paul Casey	Industry	My choice is Plan 10 without the center support like Plan 12. My gut feeling is the elimination of the center support will make for easier entrance and exit to and from the bridge. Cincinnati should have a unique design bridge like the "Big Dig" cable-stayed bridge in Boston.	

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2-4-10	Ed Aug		<p>Your design pictures are all beautiful. My preference is Alternative 6 for a couple reasons. Aesthetically it is beautiful and it looks very impressive to go across a bridge without any superstructure above you. It looks so unobstructed on the upper deck. The lower deck looks good too. Any of the similar designs would be okay.</p> <p>I would rule out:</p> <ul style="list-style-type: none"> >the Brent Spence mirror image - too old fashioned >the Big Mac one - we already have one >the Golden Gate one - something about the tilted towers just doesn't look right >the single tower one - not symmetrical, although the tower being the size of the Carew Tower has some appeal, but it needs a second one for symmetry. Actually, it should be one foot taller to match the Great American Tower. Hopefully the costs are no more with the suggested alternative than the others. Thanks for taking my input. 	
2-4-10	Desta Daniel	Academia	This is the only place I could find to "vote" for the design of the new bridge. I prefer the 3rd slide with the 2 towers.	
2-4-10	John Spurrier	General Public	<p>Six years of research before the design is completed and selected? And you've publicly stated that it is going to take complete decade before the first shovel breaks ground to replace what was antiquated bridge in the 70's? What a waste of tax dollars in a time when YOU need to be most frugal! The job should be done right, but this is not "RIGHT". I bet it looks like I-275 when it's done. By the way, those are lovely changes from the old road to the new. Whoever approved that should be fired from their job. As for the concept designs - It is 2010. Not 1989! It will be 2020-2025 before this thing is done. What do you think the capacity will be then? My thought, if there is one place the government shouldn't be conservative in estimating, it's anticipating road capacity 15 years from now. On the plus side, at least with the Kentucky Transportation Cabinet involved we may be able to drag ODOT by the hand and get something done.</p>	
2-4-10	Jennifer	General Public	Concept no. 8	
2-4-10	Nik	Academia	My favorite of the narrowed-down Brent Spence bridge designs is number 12.	
2-4-10	Melissa Stephens	General Public	I like bridge design option #12 the best - it mimics the already existing "Big Mac" bridge and it the most visually interesting of all the options.	

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2-4-10	John D. Becker		I assume this is the "forum" for responding to the bridge designs released this week? I'm happy to see that a number of alternatives are being considered. I am an architect, so of course, will be quite critical and difficult to please! We're given a unique opportunity every once in a while to make an important impact on our built environment. This is clearly one of those times. A project of such high profile (both physically and politically) in our region deserves our full attention! While there is obviously not an unending fund of monies to finance this project, the design of a bridge can be a huge symbol of the character of a people, a signpost for an entire three state area (and beyond). One needs only look at the differences between our beloved historic Roebling Suspension Bridge and the staleness of the antiquated Brent Spence. That being said. Many of the designs presented are disappointing. Certainly not of the realm of say a soaring Calatrava designed project. The tower/cable-stay designs seem best as they do offer some reference to the Roebling. The towers, however, as they become so very tall (500 feet?!), should be significant in their own right ... not simply soaring pieces of steel, unchanged until they stop abruptly. Structure (with its detail and connections) can be as ornamental as the brick piers and light towers of the Roebling if handled with the skill of a deft designer. Please take the time to consider and select the proper course here. It's never too late to bring on more talented designers with current engineers to make this our once-in-a-lifetime gift to the river and cities of Covington and Cincinnati. THANK YOU!	
2-4-10	DeJoseph	General Public	We like design 1 or 3. Hate the tall ones and one looks like we're trying to be St. Louis.	
2-4-10	Troy Marwehe	General Public	After viewing the article in the Cincinnati enquirer on Sunday January 31st I was pleasantly surprised by the design concepts that have been proposed thus far. Plan four which mimics the Daniel Carter Bridge is beautiful and graceful but perhaps is too conservative or redundant. I'm most impressed with plan 9 and 10. This to me is a great combination of elegance and beauty and a wonderful sense of optimism for a new century. This is a path that I believe Greater Cincinnati should pursue, one which promotes our region as a leader in forward thinking design tempered with a pleasing and graceful aesthetic that would be viewed by later generations as an example of timeless design. Kudos to those involved in this important project for the obvious attention to detail and sense of style. This a chance for Cincinnati to have a bridge that can become an iconic image for the city (with a little luck) on the scale of New York or San Francisco. Thank you for the chance to comment on a project that affects everyone.	

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2-4-10	Sarah Herkamp	General Public	<p>I heard a radio spot asking for opinions on the redesign of I-75 and the designs for a new bridge to work beside the Brent Spence, and I've looked through the papers on rearranging I-75 and I-71. I'm glad to see how much attention matters of lane changes and shoulder widths are receiving. I like the idea of using the existing bridge for local traffic and a new one for through traffic very much--separating the commuters who know the roads and are in a hurry to get to work from the through travelers who are just trying to pass through with a minimum of lane changing and adjustments in speed seems like a good way to improve safety for everyone using I-75, the bridges, and the feeder roads. I am apprehensive about the traffic nightmares that tearing up and temporarily rerouting existing surface roads and parts of I-75 will cause. The chances of horrible wrecks only increase when people are frustrated by detours and unexpected changes to lane routing and sitting in bumper-to-bumper traffic. I realize that a certain amount of hassle is inevitable, but I for one would appreciate further radio spots during the construction phase of the project, announcing that this access road or that one will be closed (temporarily or permanently), that commuters who want to go to downtown Cincinnati should use the _____ exit as the _____ exit is down to one lane, that there is a new stoplight to be aware of, etc. The roadside warning signs are helpful, but the restriction on the length of their messages means they can't adequately explain what's happening along the length of a large and complex construction project. I'd also like to hear "progress reports" on the local news, from time to time--it would be a nice change from the usual crime and fire reports. I personally would find it much easier to tolerate the traffic tie-ups if I knew that the reason the lane beside mine is blocked off and without machines or workers on it is that opposing traffic is going to be using that lane starting tomorrow morning. I also recommend posting big signs with this web address, and a message along the lines of "Want to know what's going on with the new bridge? Check out the website for weekly updates and announcements!"</p>	

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	Herkamp (continued)		<p>I looked at the aesthetic design criteria for the new bridge, and then at the proposed designs. If I had to choose one of them, I'd pick Bridge #11--I like the arches over the road (they make the bridge look sturdier and more like a cohesive structure--though they are reminiscent of St. Louis' famous Arch) and the converging lines of the cables. That said, I did wonder why there are no traditional suspension bridges among the proposals. To my eye, the most aesthetically pleasing bridge in this city is the Roebling Bridge. If designed correctly, a suspension bridge could appear to be carrying the existing Brent Spence Bridge on its cables, with its towers framing the top curve of the old bridge. To be honest, though, the existing bridge isn't attractive, and the best thing I can think of to improve it (short of replacing it) would be to paint it black with polished silver accents and give it an "Age of Steam" look, then construct the new bridge to further evoke the Steam Era (making use of modern materials and engineering to avoid spending the entire bridge budget on steel, and blocking the view up the river with columns and girders(the old bridge will block the view downstream)) rather than the oversmooth, narrow lines of the "modern" aesthetic. Lots of cities have bridges consisting of rods in the air supporting dead-straight cables to hold up a deck with nothing to recommend or offend--those aren't landmarks, they're just 1960s-style modern traffic carriers. A note on paint--I'd recommend not going with white. It gets washed out against the gray skies of a Cincinnati winter, it shows the smallest speck of dirt, and it's on a lot of other bridges all over the country. We have the blue of the Roebling and our wonderful Purple People Bridge, which is fun just to say. White reflects heat, and I suppose it could make it easier to spot cracks and other maintenance issues, but the Roebling and the Purple People Bridge function very well in other colors. A more substantial design of the towers would allow for a tourist elevator--with a parking lot within easy walking distance of the bridge approaches, of course. That's something those stick-thin modern bridges can't offer. I'd like to be able to go up an elevator and take pictures of the river and both Covington and Cincinnati from a panoramic viewpoint, and I wouldn't be the only one. The opening of the new bridge! I'd pay three or four dollars for such a photo opportunity, and if it was done well, a tourist elevator could help pay for the maintenance of the bridge. Thanks for asking for public input--I'll be alert to further developments on this project, and I look forward to the opening of the new bridge!</p>	

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2-4-10	Michael Bishop	General Public	Our family reviewed the various bridge options and we are glad you are considering aesthetics as a major part of the bridge design. The engineers are to be commended for generating clearly understood drawings and photo renderings that effectively communicate what the various options will look like. While by themselves the arched bridges are nice designs, we feel that since we already have the Big Mac bridge, there is no need to duplicate that kind of visual statement. It looks like "me, too" instead of standing on its own. The cable-stayed versions are so nice and open. Version #6 is the best option, in our opinion, because it makes a great statement on the horizon and the x-bracing on the lower level makes a nice braided rhythm as you drive along--it doesn't look like other bridges. Version 6 is a good complement to the existing bridge. That being said, we would be happy to have any new bridge since this is one of the first things people experience when entering either state. Cable-stayed bridges are great statements and it seems as if there would not be much maintenance since there is not as much massive steel to keep painted. Thank you for your time.	
2-4-10	Thomas Lewis	General Public	After reviewing the alternate designs, our family prefers Concept 3 over the other plans. Concept 3 is visually attractive, less obtrusive, more symmetrical in nature, and similar to the Daniel Carter Beard bridge which should have an appeal to our traditional city. This lower profile provides a better view of the cityscape both on and off the bridge. Concepts 1 & 2 appear to be a major paint effort and hinder the view when looking through the bridge. The remaining concepts appear more obtrusive with the tall supports. However, cost and maintenance should be a major factor in the final decision.	
2-4-10	Troy Daum	General Public	Looking at the different bridges that you have listed. I would like to say, in the Northern Kentucky / Cincinnati area, we both have a lot of items to offer to our visitors. The Cincinnati skyline has always been a warm welcome home, after being gone for a while. In saying this I would like to welcome the newest view and my vote for the new bridge, and would hope you agree or the vast public would go for bridge number 12. IT has a crisp clean look to it, and I would love to see that one get put up! Thanks for your time.	
2-4-10	Billy Wayne Dick	General Public	I like PLAN 4 or 12. #9 is the worse. Whatever you do create some green space - an entry way...not a concrete maze that consumes you. It's the gateway to the city. Make it welcoming.	

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2-5-10	Brad Seligmann	General Public	Of all the bridge designs, I really like Option 4. It looks like an updated "Big Mac" bridge and has a shape that is elegant yet simple. It's definitely the best design of the bunch. The tower suspension bridges all have a dated appearance and look like they're trying too hard to stand out. It seems like everything is trying to be the next Guggenheim, so to speak, but if everything is a "Guggenheim" then nothing stands out. Let a bridge just be a bridge, and pick 4!	
2-5-10	Jim Ramey	General Public	I like bridge designs 12, 10, 6, 7 and 3. I also think that the color paint chosen should be bright but pleasing to the eye. I like the Big Mac yellow and pedestrian purple.....thanks.	
2-5-10	Mrs. Garber's class	Academia	We really liked looking at the different bridge models. As a class we preferred the more modern bridges models Concept 6-12. Our class favorite was concept 11. Chad really likes the big arch. Kendall also likes the arch. Bobby likes that it would be higher than our current bridge. No matter which bridge you build we ALL can't wait to drive on it!	
2-5-10	David Barber	General Public	Design concepts 9 and 10 would be a great addition to the landscape of Greater Cincinnati Northern Kentucky. In fact, concept 9 & 10 are well tied in to the look of Paul Brown Stadium.	
2-5-10	Scott Grenerth	General Public	I am a truck driver based in Ohio who very regularly drives the I-75 & I-71 corridor. I am not particularly worried about what the new bridge looks like, but I like the suspension bridge. That style has advantages other than looks. The current bridge has supports for the upper deck that block the view of the signs for traffic on the lower deck. It appears that this is not the case on the suspension bridge designs. This is particularly bad for truck drivers not familiar with the area. Sitting up much higher in the cab of a semi truck you may only get less than a seconds view of the signs telling you which lane to be in as the interstates split going north into Ohio. Please make certain that the signage in the bridge will be much easier to read than is currently the case. I believe a huge help for that is to have a large sign at least a mile before the bridge that clearly shows which lanes to be in for the split on the north shore of the river. Yes I know that's means a very expensive sign, but we are talking about making the roads much safer and avoiding traffic tie-ups due to accidents. Please do not even think about using tolling to fund the bridge. If we need an increase in fuel taxes for unleaded and diesel to fund very desperately needed transportation infrastructure such as this bridge, well then let's do it and make sure the money is spent transparently and responsibly where it is needed the most. Thank you.	

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2-5-10	Doug Bauereis	General Public	I like the 7 and 11 versions. There is a beautiful bridge near Boston I believe, which is a cable bridge I love this style. I think that the new bridge should be big enough to handle all of the traffic from 71 and 75 with more lanes that it has now. I think it will look terrible to build a new bridge next to the old and leave the old one. The old one needs a lot of repair work and it really takes away from the look of the new bridge, from up the river you see the old one and can't hardly see the new one. I hope that a lot of other people express the same opinion. Why build a new beautiful bridge that you can't hardly see. The great thing about the suspension bridge is that it can be photographed and there are no other bridges really close to it. Please try to make the new bridge a new landmark and signature of the city. The one that is in Boston is pictured on TV a lot in the background on Fox news or CNN. If that is not possible I guess the version 1 would be sufficient because it just allows vehicles to get across the river and it looks really boring, so no one would look at as a landmark.	
2-15-10	Maureen Dewing	General Public	I would like to submit my vote for bridge plan # 9. Thanks, Maureen Dewing My son Brendan Dewing submits his vote for bridge plan # 4. Thanks, Brendan Dewing	
2-6-10	John Heidrich (#1)	General Public	Why not design a bridge similar to the Tower Bridge in London England. It could be used by vehicles, cyclists, and pedestrians. Imagine the views from the tops of the north and south towers. It could signify the importance of the Ohio river during the civil war. It could be a national tourist attraction. I'm sure the people of Cincinnati and Northern Kentucky would donate money if they could see their names etched in the bricks used to make the towers or walkways. After 9/11 I think all of major construction of bridges, buildings, etc. should be built as if they are monuments. Designed as a testament of what this country is made of.	

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2-6-10	John Heidrich (#2)	General Public	Bridges should evoke emotions as well as serve the peoples' needs. Look at the JK Bridge in Brazilia, Brazil. Or just imagine a bridge for our future generations. A bridge for vehicles, possible light rail, pedestrians, cyclists. Think outside the box and come up with a bridge that with a wow factor! Cincinnati, Northern Kentucky is a stunning region with many rolling hills surrounding it, rich in history. Sometimes living here we take it for granted. I want to be able to walk to the middle of the new bridge and admire everything around me. So much money has been spent on projects around our city and I think we should not underestimate the importance of our bridges. Our bridges connect two great states, two great regions (the north and south). Our new bridge should be a statement of unity, success, beauty. It should be unique. I hope it signifies our region so that the people traveling the busiest interstate in the country can appreciate it and remember crossing it.	
2-6-10	Anne Kunkel	General Public	Our family was excited to view the possible bridge designs but we were disappointed that they were all modern in architectural design. Cincinnati has preserved and still uses so many beautiful buildings full of intricate designs. Landmarks such as Music Hall, Fountain Square, old hotels, The Museum Center, etc. What would suit our city perfectly would be a throw back in the look of the bridge but with the latest of engineering. A modern design with clean lines doesn't look like "Cincinnati" to our eyes.	
2-6-10	Ron Edgerton	General Public	You asked for feedback on the alternative designs for the new bridge. Here are my thoughts: 1. It FIRST must meet the future traffic demand. 2. It must be cost effective. 3. It must seek to minimize adverse effects on the built and natural environment. 4. It must reflect a creative design that fits our urban environment. Based on the designs offered in the paper (2/2) and on your website, I definitely prefer Plan 4. This Arch Bridge works like a "bookend" to the DCB Bridge (I-471) at the east end of the Downtown, reflects a contemporary design and has been proven to be a good bridge structure. Hopefully, it will also meet the other criteria above.	

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2-6-10	George Hill		First, thanks for asking for comments on the bridge design. I am sorry I am a day late for the deadline requested in the paper. I am certainly not the most artistic person in the area. I do think that I prefer concept 4 since it seems to have a consistent design to the Daniel Carter Beard Bridge giving the bridge network between Ohio and Kentucky a more symmetrical appearance. I think that concept 12 is my least favorite in terms of appearance. I do believe that whatever the most structurally efficient bridge is out of the six selected should be the number one choice. I think that function should overrule form on the bridge design. While the current project objectives state they are intended for roadway use only, I wonder if the project is too far along to not consider a design that would use rail to connect commuters from Northern KY and Cincinnati suburbs to the downtown area and to CVG. Since it has been over 40 years since the construction of the Brent Spence Bridge, I wonder if the transportation design has taken into consideration the transportation infrastructure needs that would make this design something that would make the Cincinnati-Northern KY area a place that would be desirable for major employers because of transportation efficiency 35 to 40 years from now. Thanks for listening.	
2-6-10	Steven White	General Public	The Cincinnati Enquirer directed readers to this website to view and comment on the final 6 designs. I can't find these 6 designs or anyway to comment on them on this website. Can you have you web designer place the six images and a "voting" button on your home page?	
2-6-10	Matthew Lee	General Public	I like alternative 11. It is the only one that offers a gateway experience to the driver (on the upper deck anyways).	
2-7-10	Charlie Padgett	General Public	Please reconsider these designs. This is such an awesome opportunity to create an awe inspiring gateway as travelers come into our city, please don't short change us, the city's history and future generations with one of these designs. One only has to look east along the river to see how to design a beautiful functional landmark, the Roebling bridge. It's iconic. Consider the use of stone, the beautiful archways. The latest proposed designs lack character and warmth. I apologize for the negativity but I love this city too much not to speak up. I/we only want to see something great, to be proud. Thank you.	

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2-7-10	Jim Haney	General Public	Overall, I was disappointed with the prelim designs released in the Enquirer the first week of Feb. This bridge needs to be a signature piece for the Cincinnati region for the next 100 years. Cincinnati is always too understated, and I felt the designs were very utilitarian. I like the cable concepts best, but it is critical that creativity and uniqueness be brought forth. I really did not like the "bookend" concept to make it look like the Big Mac bridge - boring and uncreative was my thought. So please, think Golden Gate, Sydney Harbor, Roebling as you look at other designs.	
2-7-10	Laura Steele	General Public	I am an architect from Cincinnati, educated in NYC, and working in Los Angeles. Concept 4 best suits the downtown Cincinnati city-scape in my opinion.	
2-7-10	Tina Cartigan	General Public	Great job on bridge designs! My personal faves are concepts 9 and 10. You can count those as votes if you wish. Best of luck on the project.	
2-10-10	Michelle Huber	General Public	Thank you for posting the design concepts of the Brent Spence Bridge alternative online for the public to view. Even though I reside in Lebanon, I try to involve myself in local news and city planning. As an interested citizen, I wanted to offer my opinion on the selection of the bridge design. My first choice is concept 12 because it looks modern, unique and updated. We want Cincinnati to look as though it's moving strongly forward into the future. In addition, it also provides for views of the city and river without interference. All other spire/cable designs obstruct the view of the city more than concept 12. My second choice is concept 4 because of its simplicity (in comparison to the other arc designs) and the fact that it matches the Big Mac Bridge. It still stands as unique while fitting into the skyline of other Cincinnati/KY bridges. Concept 4 does not obstruct the view as much as concept 1. Thank you again for your efforts. I would like to continue to receive updates on this project via my e-mail.	

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2-4-10	Martha Kelly	City of Cincinnati	<p>I do not support the use of a traditional truss bridge. I feel that either the cable stayed or arch concept would create a more impressive statement for the region and gateway into Ohio and Kentucky. If I was forced to choose my preference right now, I would select the arch concept – option 3 on the matrix. Of the cable stayed concepts, I prefer option 7.</p> <p>I chose these options due to the cost of construction and constructability relative to the other options, as well as the “look”. There are several items that concern me as we move forward, besides the cost of construction. These include:</p> <ol style="list-style-type: none"> 1. It is my understanding that the cable stayed with only two supports will require decks with a thicker web – 12 feet instead of 6 feet. If the wider web is used, and keeping the height above the river as a constant, the top deck will be twelve feet higher with the two support system. Will the grades work from the bridge to Fifth Street so that I-75 will be under Fifth Street? We do not want the highway over the City’s east-west street grid. If this is an issue, then I would prefer the three support system if the cable stayed is selected. 2. I want us to consider the removal/replacement of the existing Brent Spence Bridge in the future. While it may be nice to simply “widen” the new bridge in the future to accommodate the removal of the existing, I don’t believe this would be feasible. Therefore, I would like to consider a bridge design that looks good today, but imagine a new “baby” bridge next to it in the future. This also means that the bridge type that we pick today would have to be built so that major construction can occur next to it in the future without impacting the pier design, etc. (Maybe I am thinking too much!) I believe that the arch bridge would be better for this future bridge, but only from the perspective of “looks” and only if it is NOT the basket handle. However, I am not a structural engineer, so I may be totally wrong from an engineering perspective. 	
2-4-10	Martha Kelly continued	City of Cincinnati	<ol style="list-style-type: none"> 3. I want to make sure that we pick a structure type that can be maintained in the future with the least disruption to traffic. We should have options for moving traffic from lane to lane for maintenance, and not have to shut down the whole bridge for minor repairs. <p>I fully recognize that more work has to be done to determine the best bridge type for the Brent Spence. Therefore, I don’t want to comment on the deck truss type or top bracing until we have a better sense of feasibility and maintainability relative to my issues above. I am sure that others will have even more issues that need to be weighed as we move forward.</p>	

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Date Received	Name	Affiliation	Comments	Responses
2-5-10	Greg Long	City of Cincinnati	<p>In addition to Martha's comments I will also offer the following comments:</p> <ol style="list-style-type: none"> 1. The preliminary bridge concepts presentation is quite confusing on exactly how the lane assignments work. Option 11 has all the 71 and 75 NB and SB assignments and both the local NB and SB connections identified in a clear manner; however, the remaining alternatives seem to be mis-labeled and have some duplicate movements. For example, options 2 through 10 have no NB I-71 movement shown and have two local SB movements shown with 2 lanes on the existing BSB and 3 lanes on the proposed BSB. I assume the new bridge is going to carry the NB I-71 traffic on the lower deck in these alternatives, but wanted to clarify. Option 1 has two SB I-71 movements- probably a typo and the western movement on the lower deck is a NB movement? Just need clarification- the lane assignments were generally addressed at the public meeting, but are not clear. 2. Several options show the I-71 SB movement (2 lanes) on the lower deck of the proposed BSB adjacent to a 7.5 foot lane. I assume this is a pedestrian/ shared use path? From a personal perspective assuming this is a pedestrian/shared use path, I would prefer the following: <ol style="list-style-type: none"> a. To be on the top deck as a pedestrian on the new bridge. b. To be on the exterior of the bridge to the west rather than in the interior adjacent to the columns. c. To only have traffic on one side rather than be wedged between two travel lanes with no interior column and beam protection (Option 1 is basically an open concept with pedestrians in the middle- not desirable). <p>I also feel that the better fit for the corridor is an arch or cable stay concept. My arch preference would be for a tall arch with open vertical members similar to the Daniel Carter bridge (option 4) but to make it different by the basket style. My cable stayed preference is also concept 7.</p>	

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2-8-10	Jack Martin	City of Cincinnati	<p>I'm not submitting a vote on which bridge I like best, but it's probably between #1 and #12. Either do something different, or don't.</p> <ul style="list-style-type: none"> · The view of the bridge that most people will experience is the one approaching on the top deck. I think #12 would look best for that, particularly northbound. · There aren't going to be many views from the new bridge – to the east, none. From the lower deck, minimal. Northbound from the upper deck, not much of a view. Southbound from the upper deck, with the arched or cable-stayed bridges, Ludlow and the Devou Park hill will look nice (better than from the current bridge). For that reason, I'm not sure how much trouble and expense we should go through to "open up" the bridge. It makes some sense to use #1, so people can just pay attention to where they're going – there's nothing to see anyway... · Also, re: #1 – It's was really cool when you could put all your friends' and cousins' Erector Sets together to make something really BIG! 	
2-8-10	Jeff Brown	General Public	<p>Out of curiosity, what is the hope for the new bridge type? You know and I know there is a...shall we call it a "favorite" of the KYTC. I do not like the cable stayed types at all. Just doesn't seem to match the city. I do like the arched truss that is sort of like the Big Mac. To me that frames the city pretty well. Probably less expensive too.</p>	
2-2-10	Verbal call – no name provided	General Public	<p>Bridge #4 is the best one. Numbers 6, 9, and 12 look like construction is going on. Not professional looking.</p>	
2-2-10	Verbal call – no name provided	General Public	<p>Bridge #4 is the best. Don't like the posts sticking up on the other ones.</p>	
2-2-10	Verbal call – no name provided	General Public	<p>Bridge #4 is striking and graceful. Color is good. Others look awkward.</p>	
2-2-10	Hugg C. Koon (verbal call)	General Public	<p>Bridge #4 is first choice; next bridges 6 and 7. Bridges 9 and 10 look like the arches are falling apart – kind of looks like Haiti. Bridge #2 looks like a suspension bridge.</p>	
2-2-10	Verbal call – no name provided	General Public	<p>Should be painted burnt orange like the Golden Gate Bridge which is named after Joseph Baerman Strauss who was an engineer and designer of the Golden Gate Bridge and went to U.C.</p>	
2-2-10	Verbal call – no name provided	General Public	<p>Number 4 looks prettier than the others. Number 12 is ugly.</p>	
2-2-10	Verbal Call – no name provided	General Public	<p>Number 4 is best. I like the matching arch – it balances the other existing bridges. Numbers 6 and 7 would be okay without the "X". Needs to be evenly spaced.</p>	

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Date Received	Name	Affiliation	Comments	Responses
2-2-10	Charles Bucklew – verbal call	General Public	Should be cable-stayed bridge. Number 12 – one pier is good. Would be a beautiful bridge like in Maysville, KY and in West Virginia. Make the top of the pier look like the stacks of a steamboat.	
2-2-10	Verbal call – no name provided	General Public	Plan #4 look nicest; probably easiest to maintain too.	
2-2-10	Verbal call – no name provided	General Public	Cable-stayed bridges more aesthetically pleasing. Price counts too of course. We have a great skyline, especially coming in from the south. Have the opportunity to enhance our city.	
2-2-10	Verbal call – no name provided	General Public	I am an engineer. First choice is Plan 6. It is without question the best of the concepts. More practical. Cheaper, easier, and faster to build. Second choices - #9 would be greater cost, as would #12 with the big mast.	
2-2-10	Verbal call – no name provided	General Public	Plan 4 matches better with the Big Mac Bridge. Is aesthetically good. Capable design – good for capacity.	
2-2-10	Verbal call – no name provided	General Public	Plan 4 looks more like Ohio and Kentucky.	
2-2-10	Robert Olson – verbal call	General Public	The bridge to build should be the least expensive to build and maintain.	
2-2-10	Verbal call – no name provided	General Public	Plan 4 looks like the Big Mac bridge. Would look good at both ends. Should paint them the same color too.	
2-2-10	Verbal call – no name provided	General Public	Plan 4 and Plan 9 are best. Have seen cable-stayed bridges in Japan and here in the states and they are really pretty.	
2-2-10	Verbal call – no name provided	General Public	Prefers arch bridge because vertical supports are ugly. The other bridges take away from the skyline.	
2-2-10	Verbal call – no name provided	General Public	I am 83 years old and I think Plan 4 looks good. Numbers 9 and 10 look like someone has been drinking. Plan 4 really looks good, like the golden arches.	
2-2-10	Verbal call – no name provided	General Public	Plan 4 – 2 votes!	
2-2-10	Verbal call – no name provided	General Public	Plan 4 is the only one worth considering. Anything else would be a stupid choice. Arches at each end are delightful.	
2-2-10	Verbal call – no name provided	General Public	Plan 12 – you can put tall stacks on the top of the vertical tower.	
2-3-10	Verbal call – no name provided	General Public	Plan 4 – give us a mirror image on the Ohio.	
2-3-10	Verbal call – no name provided	General Public	Plan 4 is a great set-up. The arch set-up on this end, as well as at the other end is very nice.	
2-3-10	Verbal call – no name provided	General Public	Plan 9 is the best fit.	

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2-3-10	Verbal call – no name provided	General Public	Plan 4 or Plan 2 with two spokes. We need something to set Cincinnati apart.	
2-3-10	Verbal call – no name provided	General Public	Plan 6 cable-stayed with cross braces looks good.	
2-3-10	Verbal call – no name provided	General Public	Arch type – Daniel Carter Beard Bridge is good and aesthetically pleasing. Plan 12 is horrible.	
2-3-10	Verbal call – no name provided	General Public	Plan 4, Arch Bridge has symmetry and compliments the city skyline. #9 and # 12 are terrible, horrible. Plan 6 is okay, but not great.	
2-3-10	Verbal call – no name provided	General Public	Was any consideration given to the bridge in Maysville? I don't like Plan 9 and 12. The bridge in Maysville is very elegant and makes such an entrance. The cables don't look like cables at all, they look like jewelry! Whatever gets chosen, it has to be tall.	
2-3-10	Joe Buffey – verbal call	General Public	Plan 4 is the best bet – very sturdy design.	
2-3-10	Robert Olsen – verbal call	General Public	Bridge chosen should be least expensive not only to build, but to maintain.	
2-9-10	Verbal call – no name provided	General Public	Plan 12 – put tall stacks on the top of vertical tower.	
2-9-10	Verbal call – no name provided	General Public	Plan 9 is the best fit.	
2-9-10	Verbal call – no name provided	General Public	Plan 4 or 12 with two spokes. Need something to set Cincinnati apart.	
2-10-10	Stephanie Dunlap	General Public	I like Bridge Design Eight. Its appearance brings the Roebling bridge to mind; it seems like a modern version of the Roebling.	
2-11-10	Rick Hicks	Industry	I have discussed some of the designs with others at Duke Energy. Considering concept 12 - the single tower cable stay bridge with the tower on the Ohio side. I expect this design would require fewer foundations to impact the area around Mehring Way, Rose Street and Augusta. Maintaining these roads should help to reduce the impacts to Duke Energy's existing underground transmission and distribution circuits. I wasn't sure if this design is one of the finalist options considered.	
2-16-10	David Chapdelaine	General Public	Both my wife and I looked at the bridge designs...we like the look of design concepts # 6, 7, & 8 out of all the 12. Thanks.	
2-18-10	Marian Benavides	General Public	The white arch is the most attractive and balances, in my opinion. This repeats the "Big Mac" arch theme from further up the river and acts as a visual counterweight. The others just do not seem to harmonize with the current bridges over the Ohio. Thanks.	

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2-18-10	Carl Swartz	General Public	A great deal more imagination needs to go into the bridge design. Concept 8 is the only one close to being aesthetically pleasing. This Cincinnati landmark should be a cable stayed bridge along the lines of the new Panama Canal crossing bridge, Puente Centenario, or the Rama VIII bridge in Thailand, or the beautiful Zakim Bunker Hill bridge in Boston which would be perfect for this span. The Rion-Antirion bridge in Greece is also very striking.	
2-21-10	Debbie & Ray Reinhart	General Public	We are residents at 520 Western Ave and have attended many of the area meetings regarding the selection of the new Brent Spence Bridge. We have a few major concerns as to the selection of the new bridge. We already have noise levels above the acceptable residential thresholds (which has already been identified in a study shared at one of the meetings) and feel we will be exposed to much more noise pollution with the new/expanded bridge. Additionally, more traffic will definitely create more exhaust fumes along with the noise. We also believe the value of our property will be greatly diminished with this new bridge and these serious environmental issues. Our suggestion and first choice is to be reimbursed for our property so that we may re-locate and maintain our health and investment. Our second choice would be to at the very least have our home upgraded with new sound proof windows to diminish the noise. We have expressed our opinions at several of the meetings and have not received any correspondence addressing our points. We would appreciate a response to our concerns as well as consideration of our concerns addressed in the final bridge decision.	
2-24-10	Andrew Salach	General Public	The project website states that Right of Way will begin in 2010. How much notice will residents receive? Have areas been narrowed down to give residents more confidence whether they will lose their current property?	
2-28-10	Clayton James	General Public	I don't think any of the bridge designs are that bad, but I had an idea that might help dress up one of the designs. Would it be possible to make the staypoles in Concept #4 look like smokestacks from a steamship? Going with our area's Tallstacks theme, I thought it might be a workable solution that would satisfy the desire to erect a unique gateway that would still be easier on a budget confined within the current economic situation.	

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2-26-10	Danny Menetrey	Government	<p>After reviewing the 12 alternatives for the new Brent Spence Bridge and considering the criteria that the Aesthetics Committee proposed, I believe concept 8 is the best alternative. The Cable-Stayed Bridge Style provides the best visibility and beauty because of it's majestic towers and cables. The "A-shaped" 388 foot towers in concept 8 are the most visually attractive of the Cable-Stayed designs and would give the Cincinnati area a very distinctive landmark. The two pairs of A-shaped towers would be visible for miles in all directions, including from the East looking through the existing Brent Spence Bridge. My second choice would be concept 7. It provides much of the same features as concept 8, just with a simpler tower design. Thank you for putting these designs out to the public for everyone to give their feedback. This really gives a great visual of what the bridge could look like!</p>	

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Date Received	Name	Affiliation	Comments
4-20-10	Josh Hancock	General Public	Great designs, you folks have a hard time ahead of you making a choice.
4-20-10	Sandie Harris	General Public	I like #8.
4-20-10	Jake Warren	General Public	Alternative 5 is the clear winner here. It's majestic, open, clean and artistic. Almost looks as a crown to welcome people into our city. I hope the right choice is made. It's beautiful.
4-20-10	Matt Tauber	General Public	Alternative 1 - looks like a copy of the Daniel Beard bridge. Alternative 2 - different enough from Alt. 1 and the Daniel Beard. Perhaps the way the arches widen from top to bottom from Alt. 1 could be combined with the extension of the arch below the bridge level in Alt. 2? Alternative 3 - snooze. Alternative 4, 5 - A pleasing skew on Alt. 3, plus the suspension aspect is a nod to our history and our most famous bridge. I like the two prong design better, unless that 3rd prong is helping it stay up! Alternative 6- an assault on my sense of symmetry. Plus, Kentucky will never go for it since it looks like we're getting the better side. Thanks for listening!
4-20-10	Daniel S. Palmer	General Public	I am assuming that the structure running alongside of the new bridge is a rail line. Is there not a way to move it or incorporate the cable structure to support it? The current steel truss design looks a little old school and takes away from the true beauty of the current crop of choices. I think the cable design with opposing leaning towers is tops. It will look very dramatic day and mostly at night. Thanks for listening.
4-20-10	Lauren Wolfe	General Public	From viewing the Preliminary Bridge Concepts, I like Concepts # 6 & 7 because with the vertical poles going upwards reminds me of the Tall Stacks kind of image & reminds me of the city when I saw these concepts. I like them the best of the ones pictured.
4-20-10	Christopher Majewski	General Public	Upon viewing the proposed designs for the new Brent Spence Bridge, I find I'm in favor of Alternative 3. It's the cleanest of the designs in line and form, the most unique without looking too odd or complex, appears sleek, and boasts a west-coast flavor. While Alternative 1 meshes better with the existing bridge layout and would 'book end' the series of bridges, Alternative 3 offers the city a new perspective. Considering that each bridge already has its own look, Alternative 3 is the right choice.
4-20-10	Robin Senser	General Public	I like the first design in the first photograph.
4-20-10	Robert Tackett	General Public	Option six I think is the best design.
4-20-10	Zach	General Public	Option 1 is the best!
4-20-10	Abbey Mitchell	General Public	Option # 2.
4-20-10	David Rosenthal	General Public	I like the arch design of alt. #1 for the Brent Spence replacement bridge. The arch design for I-75 on Cincinnati's West edge of the city compliments the arch design over I-471 at the East edge of the city.
4-20-10	Brandon	General Public	Alternative #2.
4-20-10	BJ Hicks	General Public	I've always wondered this...why is the top deck of the bridge for traffic going AWAY from the city? You have a gorgeous view of the skyline coming down from the Cut in the Hill, only to have it obscured by going into the tunnel that is the lower deck of the bridge. BTW, my choice would be #2.

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Date Received	Name	Affiliation	Comments
4-20-10	Sydney Lycans	General Public	I think you should pick idea 3. It looks the best and I think it will be the best for the cities. It looks very nice and doesn't stop traffic flow in the river. I think this is the best choice. DEFINITELY!
4-20-10	Mikel Minshall		# 1 replacement Brent Spence Bridge, Cincinnati, Ohio.
4-20-10	Robert Stahl		Design #3. We need something like this around Cincinnati.
4-20-10	Katharine Mae DiMuzio	General Public	I vote for option #3.
4-20-10	Adam Mazur		I vote for #1. For me, it is the most appealing design.
4-20-10	Marc Morgan	General Public	I really like design # 6 because it does not obstruct the view of the river with supports or arches nearly as much as the other 5 designs.
4-20-10	Jackie Heinitz	General Public	I like #2.
4-20-10	Robert Moysey	General Public	I very much like the arched design of option 1 which most closely resembles the Daniel Carter Beard I-471 bridge. I think it looks best in conjunction with the nearby Brent Spence bridge and would form a pleasing book end with the 471 bridge when all the bridges are viewed together.
4-20-10	Deb	General Public	I choose #2, then #5.
4-20-10	Bryan Collins	Industry	Interesting the last 6 that were chosen and of those last 6 the suspension style is far more appealing than the straight steel configurations that will block far more lighting and view into the rivers areas than the suspended wire bridges. I am in favor of photo # 3, 4 and 6 with 6 most favorable in singular style I've not seen and #4 in rigidity and gravity openness. The uniqueness of #6 is especially intriguing and opens the approach to Ohio from KY and leaves a distinct view in the rear view mirror as one departs Ohio into the southern route of Kentucky. In all, functionality is my highest concern and I can tell just visually that # 6 would endure nature's forces much better than all the other selections while giving appearances of reduced materials to achieve function, gravity and aesthetics injection into the rivers crossing by travelers and in a welcoming manner of making the crossing.
4-20-10	Laura	General Public	I just saw pictures of the design possibilities for the new suspension bridge on WCPO's website. I love the one that has the large white arch with two white supporting beams underneath. It's the most dynamic of all of the designs. According to the PDF document with the alternative designs, it's Alternative #2. My second choice would be Alternative #1, but it's a bit too similar to the Golden Arch Bridge/471 bridge. Another great one is Alternative #4. I love that the white spokes are tilted back. PLEASE do not go for the one with the two long white spokes (Alternative #6)...it's too much like a football goal post. Honestly, #4 is the only well-designed version of any with the white poles.

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4-20-10	T.J. Blanton	Industry	Given the recent renovations on and around Fort Washington Way, bridge Option 5 (according to WCPO's website) would be the most aesthetically consistent among the six that are being proposed. That said, none of the designs are particularly inspiring or innovative. On both sides of the river, we have very inspiring architecture, both classical and modern. In recent years, it seems that developers of various construction projects on both sides of the river, have exercised a great deal of creativity in the design and planning of their respective projects (The Ascent, PBS, Queen City Tower etc). I'm wondering why this is not the case with these bridge proposals. These superficial symbols create interest, and stimulate the local economy, especially with regards to out of city/state visitors. I have seen this scenario play out first-hand countless times. The extra effort is good for everybody. For travelers coming into this area from the Kentucky side via the cut in the hill, this bridge is going to be their first intimate encounter with the modern landscape. Why would you not want it to make a statement? Why not continue to innovate, and inspire people? For the most part, these renderings are completely uninteresting. Take Option 6 for example. As is, it's boring. However, this basic idea could be something fantastic with a little more creativity and effort. I would cite the same single-tower concept utilized in the Erasmusbrug bridge in Rotterdam, Netherlands. That bridge is nothing short of a work of art. Would it really be that much more costly and time consuming at this stage of the game, to add a little flair and excitement to these basic concepts? Can we see anything other than straight lines and basic arches? As is, the Option 5 rendering is the best fit for the area, but it would be nice to see something a little more creative come down the line at some point.
4-20-10	Casey Fox	General Public	I like design 2, 4 and 5 I hate 6.
4-20-10	Donald Overpeck	General Public	Picture # 1 would be my first choice by a long shot. Picture # 2 would be my second choice. I really do not like any of the other designs at all. I don't think they will fit in Cincinnati.
4-20-10	Byron Cole	General Public	I like the suspension designs. #1 and #2 are boring and we already have bridges that look like that. #6 is odd looking. But I like #3, #4, and #5. #4 and #5 would be unique to our area, #3 looks like a modern Roebling bridge. I'd like to go with 4 or 5, but I'm sure they'll probably go with whichever one is ugliest, cheapest, and takes the longest to build.
4-20-10	Aaron Westerfield	General Public	I like alternative 1 for the Brent Spence bridge. But I wish the curve could be centered over the river.
4-20-10	Jason Buell	General Public	I like Option 2 the best.
4-20-10	Karen Keuper	General Public	Out of the prospective designs for the new Brent Spence bridge, my top two favorites are #s 3 & 4. I think they both provide a type of style that would bring variety and a sense of modern culture to the city which, in turn, would peak tourists' interests. Design #3, though more current than our existing bridge styles, maintains a classic feel - being that the main support beams are vertically fixed. Design # 4 has more of a contemporary style that would, in my opinion, bring a renewed, youthful life to the culture of Cincinnati. I also paid notice to how the designs looked from a panoramic perspective. I think both designs compliment the city's existing structures very well (while bringing a fresh element to the skyline).

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4-20-10	Jennifer Walsh	General Public	I have lived in NKY all of my life. The current bridge design has always made you feel so enclosed. It was never a joy to cover over even as a child because you felt like you were in a giant box. I really like design number six. It's simple, yet open and airy. All of the designs are actually wonderful, but the first two options are nothing unique.
4-20-10	David	General Public	It is ridiculous to me that the I-75 bridge replacement can cost nearly \$2 Billion ! Who cares what a bridge LOOKS like, it's a roadway over a body of water. It serves a necessary purpose and in this age of already high taxes, it should be the most basic, least expensive plan. I am so tired of those of you who are responsible for spending our tax dollars thinking you need showpieces over basic functionality. New Schools have to be oversized Taj-Mahals instead of basic buildings, bridges have to be expensive modern art, roadways have to have fancy, unnecessary medians with expensive planters and sprinkler systems ! Stop WASTING our tax money !
4-21-10	Dorothy Betzweiser	General Public	I really don't like any of these designs. The design with just one "foundation post" is the least boring, but I don't see why that foundation sits so far from the river bank. Looks strange to me. Why wasn't the design of the Maysville, Ky. bridge considered? I think the design is beautiful and graceful.
4-21-10	Robert Roeting	Industry	This whole project has been nothing but a Nightmare. Has anyone of you used this bridge in the last few years? I drive over it 2 times round trip every day for work, and this needed to be started a few years ago. It seems that you are all sitting on your hands hoping that this problem just goes away. I am Dumb Founded that this is going to start in 2015 and what, last until 2020 and beyond? I understand that funding was a Big Issue. But what else is going to come up and delay this new bridge? The old bridge is falling apart and I don't see any progress. Just remember what kind money would be lost to both states if something was to happen to it before the new one is completed. You want to talk about a Traffic Nightmare. The way I see it, this new bridge does not need to be a work of art to meet the needs of both States. All I would like to see is something other than wanting to know what the people thing of the Designs. Is it too much to ask, to see some Progress? I will be honest, I hate having to drive over that thing! A Detour is out of the question for the work I do. This is just my opinion. Thanks for the chance to Vent.
4-21-10	Wayne Hopfensperger	General Public	I thought the design would hinge on what the bridges use is going to be and how it can be supported. I am unaware it is a good idea to pick a design and then try to build a bridge around it. Seems like reverse engineering. What the heck are we paying all those State engineers for? Pick the most economically structurally sound method, design it and build it. You're supposed to know what the heck your doing, so do it and quit screwing around. Another thing. You keep referring to this new bridge as a replacement bridge and in the next breath mention that the Brent Spence Bridge will be refurbished and renovated. Does that mean it will still be in use? Somebody needs to adequately communicate with us dumb citizens just what you are planning to do. The media isn't much help because they do not have any reporters who can explain it.

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Date Received	Name	Affiliation	Comments
4-21-10	Fred Selig	General Public	I prefer alternative 1. It is more pleasing to my eye. I am also concerned that any alternatives that have cables may experience the same issues with icing that the new bridge in Toledo has. I understand the two environments are different, but it does freeze and snow in this area also. Why invite problems?
4-21-10	Joanne Williams	General Public	The design of bridge 5 seems the best to me. Design 1, 2, 3, & 4 have three support posts, one of which is in the driving area. There is a great chance of accidents - running into or being forced into one of these while driving, concerns me. Bridge design 6 seems lopsided.
4-21-10	Marie	General Public	I really like the designs with the suspension cables. They look more updated and we already have a bridge with an arch so why another? I really hope that you choose either of the designs with the suspension cables. They are really cool.
4-21-10	Michael Shadoan	General Public	I wanted to provide feedback on the Design Option 6, two tall spires with suspension. By far the best design as creating a gateway to the City.
4-21-10	Deborah Ruth	General Public	I like alternative 2.
4-21-10	Danny Menetrey	General Public	Of the six remaining alternatives, I like the cable-stayed designs the best. While the two arch designs are good, it would be nice to have something new and different across the Ohio River. We already have an arch bridge with the I-471 Daniel Carter Beard Bridge. I think a cable-stayed bridge would be something new and unique and give a landmark type bridge to the Cincinnati area. Of the cable stayed designs I am in favor of concept 5 that has two sets of towers than lean toward the banks of the river. The leaning towers add a little style and personality than just a simple straight tower design. Thank you for reading my input on the new bridge! Good luck!
4-22-10	John Myers	Industry	Eliminate the curved arches & the tilted spires. Then, pick the cheapest remaining design.
4-22-10	Nathan	General Public	I'd love to see a cable-stayed bridge replace the BSB. Any of options 4, 5 and 6 are, in my opinion, better than 1, 2 or 3. Aesthetically, cs bridges are more "now". When Charleston SC replaced their Cooper River Bridge, the cs bridge they built was so celebrated by that city. It instantly became part of Charleston's identity. Another arch bridge here wouldn't be much to squawk about when compared to a cs bridge (especially option 6) which could add something unique to our skyline. Since we are spending the money, why not spend it on something extraordinary that might make people remember our region. Travelling to Detroit once a year as a kid, I remember always looking out for the Ambassador Bridge. Thought it's certainly not the prettiest suspension bridge in the world, it has a quality that makes you 'look' for it when passing through. Same thing for the Harsha bridge up river in Aberdeen. We already have every other type of bridge crossing our part of the Ohio, how about something different!

Committee Members Feedback Forms
Aesthetics Committee/PAC Meeting – April 15, 2010
Bridge Type Selection Step 3
Disposition of Comments

Date Received	Name	Affiliation	Comments
4-15-10		Committee Member	<p>Alternative 1 – <u>Pros</u>: (none listed) <u>Cons</u>: Too similar to Big Mac Bridge. Fine, but not exciting. Not very dramatic.</p> <p>Alternative 2 – <u>Pros</u>: More visually appealing. More dramatic. More fluid. <u>Cons</u>: Not enough of an impact.</p> <p>Alternative 3 – <u>Pros</u>: Ok. <u>Cons</u>: Others are more exciting.</p> <p>Alternative 4 – <u>Pros</u>: Love inclined towers. Good visual – visually appealing. <u>Cons</u>: Could have higher visual impact.</p> <p>Alternative 5 – <u>Pros</u>: Love inclined towers! Good visual. More elegant than #4. Feels like open arms to region! Visually appealing. <u>Cons</u>: Expensive, but worth it!</p> <p>Alternative 6- <u>Pros</u>: Love the height. <u>Cons</u>: Inconsistent. Imbalanced. One-sided.</p>
4-18-10	John Schneider	Aesthetics Committee	<p>I continue to like Options 4 and 5 – maybe 5 a little more than 4 (which looks a little cluttered to me). I like the way the inclined legs play off the roof-lines of Paul brown Stadium and break-up the lines of the railroad and highway bridges. It's like the legs are kind of cradling the other bridges. Plus, I don't think I've ever seen a bridge like this. It's striking.</p>

Committee Members Feedback Forms
Aesthetics Committee/PAC Meeting – April 15, 2010
Bridge Type Selection Step 3
Disposition of Comments

Date Received	Name	Affiliation	Comments
4-20-10	Ralph Wolff	Aesthetics Committee	<p>Alternative 1 – <u>Pros</u>: Simple, attractive. Fits with nearby trusses. <u>Cons</u>: (none listed)</p> <p>Alternative 2 – <u>Pros</u>: More open in top deck. <u>Cons</u>: Additional cost for a less-attractive span from my viewpoint.</p> <p>Alternative 3 – <u>Pros</u>: Adds an attractive cable-stay to the area’s inventory of bridges. <u>Cons</u>: (none listed)</p> <p>Alternative 4 – <u>Pros</u>: (none listed) <u>Cons</u>: Questionable acceptance by the public. Additional cost.</p> <p>Alternative 5 – <u>Pros</u>: (none listed) <u>Cons</u>: Questionable acceptance by the public. Additional cost.</p> <p>Alternative 6 – <u>Pros</u>: (none listed) <u>Cons</u>: My own “half-a-bridge” perception. Unbalanced appearance.</p> <p>My comments: I felt that the “red/yellow/green” evaluation didn’t work very well. I know we are seeking consensus, and wanting not to vote. I was sitting near the front so maybe I was not seeing what was going on behind me, such as persons nodding or shaking their heads, etc. I believe we essentially lost the opportunity to erect a Signature bridge with the decisions to avoid Queensgate and to continue using the existing bridge. We should, of course, continue our efforts to erect the best and most attractive structure we can under the circumstances. Hopefully, Michael Moore’s art deco ideas and those of others will help us do this. I think the view upstream is being over-rated, although I realize this is where the bulk of the viewers will be. To me a partially-hidden arch span is preferable to a protruding cable-stayed tower crowded against the truss of the existing bridge. After the concepts were published by the Enquirer, I had at least six persons tell me that they thought the cable-stays with inclined towers looked as if they were falling down. These were unsolicited comments – none of the individuals knew I was on the Aesthetic Committee, just that I was retired from KYTC and had an interest in bridges. I’m sure that you’re aware that a cable-stayed bridge with a “single” tower (such as #3) was one of the alternatives when the Taylor-Southgate Bridge was planned. I favored a cable stay at that location, but when I saw the “single” tower design, I changed my thinking. It made me feel like we didn’t need a full bridge, so we could get by with the “half-a-bridge”. I’m afraid I still have that perception when I see the “single” tower with the tower near one shore or another. For the record, my three choices to retain from the six are #1, #3, and #6.</p>

**Committee Members Feedback Forms
Aesthetics Committee/PAC Meeting – April 15, 2010
Bridge Type Selection Step 3
Disposition of Comments**

Date Received	Name	Affiliation	Comments
4-23-10	Martha Kelly	Advisory Committee	<p>The focus of the riverfront should be on the Roebling Suspension Bridge and the future riverfront park. The new bridge should be attractive, but not a significant landmark so as to distract from the central riverfront. No bridge is going to look good next to the existing Brent Spence Bridge. The arch bridge type works with the existing Brent Spence Bridge as a separate, independent structure. The cable-stayed seems to try to overwhelm or overshadow the existing Brent Spence in scale, but is then out of place next to the old truss bridge. The height of the tower on the single tower option seems too high and out of proportion with surroundings. Any cable-stayed option with tilted towers looks like it is falling over next to the Brent Spence. While the two vertical tower options for the cable-stayed are more appealing in the drive on the lower deck, the 12 foot deck depth will make the bridge look out of proportion. Any view from the new bridge will be significantly blocked to the east by the old bridge, so use a three vertical tower system if a cable-stayed is chosen. A new bridge should be selected with the consideration of the Brent Spence being replaced with a smaller but similar structure – the cable-stayed does not seem appropriate since the scale could be tremendously different. In summary, my selection for the preferred design is Option 1 – the arch bridge with the basket handle style. This would create a bookend of the riverfront with the “Big Mac” bridge to the east, and not add yet another bridge type to the mix of bridges between Kentucky and Ohio. If I had to choose a second option with a cable-stayed design, I would choose the two tower, three vertical legs design shown as option 3. Thanks you for the opportunity to comment.</p>

**Public Comments Received
July 2009 – February 2012**



February 26, 2010

Mr. Stefan Spinosa, Ohio D.O.T. Project Manager
505 S. SR 741
Lebanon, Ohio 45036

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EXECUTIVE DIRECTOR
ERIC RUSSO

Dear Mr. Spinosa:

I am writing this letter in response to ODOT's plans to eliminate the Central Parkway and West McMillan Street intersection to build a new cloverleaf at the east end of Cincinnati's Western Hills Viaduct. For the record, The Hillside Trust is opposed to this design plan. The Hillside Trust is a 501(c)3 non-profit that advocates the thoughtful use and preservation of the hillsides of Greater Cincinnati and Northern Kentucky.

The proposed cloverleaf will have a deleterious impact upon the West McMicken neighborhood in which it would be located. The project would be carved into the base of a prominent urban hillside that is highly visible from a number of vantage points and transportation routes. It is going to require significant engineering to ensure that the base of this hillside is not undermined, avoiding the mistakes that were made when the I-471 connector ramps were built at the foot of Mt. Adams several generations ago. The development of that transportation project triggered massive landslides, resulting in the loss of scores of residential dwelling units and a \$22.2M retaining wall, the most expensive project of its kind in the world in 1982.

While it may seem like an innocuous project on paper, the Western Hills Viaduct connector improvements will literally cut the West McMicken community right in half. I understand that traffic flow and safety features are important considerations in transportation planning, but I question putting automobile interests ahead of the vitality and well-being of established urban neighborhoods. Cincinnati is still trying to recover from the extraordinary loss of population that resulted after I-75 was built through its heavily populated, culturally diverse and historic West End and Camp Washington communities during the 1950s and 1960s.

West McMicken is striving to reclaim its health, vitality and identity following decades of decline and suburban flight. There have been a number of artists, urban pioneers, and others who have moved into this community because of its

central location to the downtown core, and its historic charm and character. West McMicken is a viable hillside community that is on the rise.

I would urge ODOT to please consider these issues and to devise an alternative scenario that will not imperil the West McMicken (and Fairview community) hillside, nor destroy a neighborhood that is working diligently to become a thriving part of Cincinnati's urban renaissance. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Eric Russo".

Eric Russo
Executive Director

cc: Mayor Mark Mallory
Vice Mayor Roxanne Qualls
City Manager Milton Dohoney
Council Member Jeff Berding
Council Member Chris Bortz
Council Member Laketa Cole
Council Member Leslie Ghiz
Council Member Chris Monzel
Council Member Laure Quinlivan
Council Member Cecil Thomas
Council Member Charlie Winburn
Beth McCarty, President of the West McMicken Improvement Association
Suzanne Fisher



www.brentspencebridgecorridor.com

March 5, 2010

Mr. Eric Russo
Executive Director
The Hillside Trust
710 Tusculum Avenue, Alms Park
Cincinnati, Ohio 45226-1770

Dear Mr. Russo:

I want to thank you for your letter of February 26, 2010 expressing your organizations concerns with the proposal to eliminate the Central Parkway and West McMillan Street intersection. The concerns you raised with respects to the current I-75 interchange concept at the Western Hills Viaduct are consistent with those we have heard from the community.

Our project team is continuing to refine the designs of this area in order to meet the project's purpose and need while minimizing impacts to the community and environment. Comments we receive are extremely beneficial because they help us further understand the local concerns and issues. It is through this interaction that we can develop solutions that will enable stakeholders and the region to reach consensus on the final alternative for the project.

We will be continuing to refine our designs and gather additional environmental impact information over the next 4-5 months. At the conclusion of this effort, there will be significant time allocated for public comment on the feasible alternatives we have been developing for the project before a final decision is reached on the preferred alternative. We will add you and your organization to our interested parties list. This will insure that you are kept informed of the project through periodic communications from the project team.

Again, thank you for taking the time to express your concerns to us. If you have any questions or further comments, please feel free to contact me via electronic mail at Stefan.spinosa@dot.state.oh.us or by phone at 513-933-6639.



Ohio Dept. of Transportation
District 8
505 South SR 741
Lebanon, OH 45036
513-933-6639

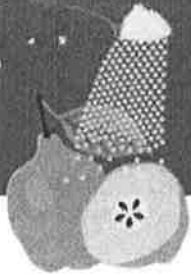
Respectfully,

Stefan C. Spinosa, P.E.
ODOT District 8 Project Manager



Kentucky Transportation Cabinet
District 6
421 Buttermilk Pike
Covington, KY 41017
859-341-2700

C: Eckler (KYTC), Craig (PB), file



BRAND LOYAL CUSTOMERS
DON'T WANT SWEETENERS.
THEY WANT LOYALTY BACK

dunnhumby USA
essential customer genius

May 26, 2011

Stefan Spinoza, Technical Services Engineer
Ohio Department of Transportation – District 8
505 South St. Rt. 741
Lebanon, OH 45036

Dear Mr. Spinoza:

Thanks once again for the opportunity to comment on current alignment designs for the Brent Spence Bridge Corridor improvement project. We appreciate your willingness to share information and engage dunnhumby in the planning process. Likewise, we are grateful for your efforts to mitigate the impacts of the corridor improvement project on our property.

dunnhumbyUSA is a joint venture between The Kroger Company and London-based dunnhumby Limited. dunnhumby is the leader in personalizing the world's experience of retailers and brands. Analyzing data from over 350 million people in 25 countries, we help companies put customers at the center of every decision. We use our insight to improve customers' experience of stores and communications to earn their lifetime loyalty. Employing more than 1,300 people in 30 offices in Europe, Asia and the Americas, dunnhumby serves a prestigious list of companies including The Kroger Co., Tesco, Coca-Cola, General Mills, Kimberly-Clark, Macy's, Panera Bread Company, PepsiCo and Procter & Gamble.

We are especially proud of the dunnhumbyUSA story, growing from just four pioneers in 2003 to over 415 employees today – and still growing. Our growth in downtown Cincinnati is well documented and marked by our 2008 move into our current home at 444 W. Third Street. We have ambitious growth plans. Currently, we average ten net new hires a month and anticipate reaching total employment of 1,000 at our Cincinnati office within the next five years.

Our team reviewed the most recent versions of Alternatives E and I. It is our understanding that these are the two alternatives that will be put forward for consideration during the next public hearing on the project in October. Our review resulted in a number of concerns.

1) Building access

The main entrance to our building will inevitably be closed during both demolition of the existing infrastructure and construction of new infrastructure. Beyond staff convenience concerns, our customers frequent our property. Our entrance and building are designed with two purposes in mind. First, our entrance is designed to reflect the culture of our

company and our focus on the customer. Secondly, the branding and quotes on our walls within the building tell the dunnhumby story and are a core element of our marketing proposition to our clients. We cannot duplicate this experience. The inability to use our main entrance for a period of time will affect our customers' experience.

dunnhumby is passionate about creating an environment that is consistent with its culture. Our employees' safe and convenient access to the building and downtown Cincinnati is part of that culture.

2) Security

As you know, we store shopping-habits data of 55 million loyalty card users in the U.S from retailers such as Kroger, Macy, and Panera. We take great care to protect this sensitive data, including restricting access to our building. Our extensive security precautions cannot be easily relocated and replicated at some other temporary entrance.

3) Parking

dunnhumby currently has access to about 380 parking spaces – all of which are now being utilized. It is evident that a significant number of parking spaces will be lost during demolition and construction, and permanently when new roadways are in place. Loss of safe, convenient, affordable parking is a significant concern for our business, our current employees and our customers. Unlike other downtown businesses many visitors will drive and park at our building rather than walk. The loss of parking in close proximity to our building could also affect our ability to attract new employees.

4) Future expansion

Due to our growth, we anticipate that we will need to increase our physical space at some point by 100,000 sq ft. When we acquired the building in 2008, we were comfortable that we would have the ability to add to the building including adding several floors on our existing building. The new infrastructure may limit our options to expand and, equally importantly, ODOT's construction schedule may or may not be compatible with our need to expand. We are concerned that upward expansion would no longer be permissible given the close proximity of the new roadway to our building.

5) Indecision

The Brent Spence Bridge Corridor project is surrounded with uncertainty. While all concerned are seemingly in agreement that the improvements must be made, there is no financing plan in place and the construction date continues to slip. Project indecision makes it exceedingly difficult to plan for our future. Unfortunately the project is impacting decisions that we are making today regarding our growth plans.

We are mindful that if we are unable to mitigate the impacts of the corridor improvement project to our satisfaction, waiting for the project timeline and the new infrastructure to be finalized may only deprive dunnhumby of the ability to take advantage of the current favorable market conditions to minimize the cost of a move.

6) **Business disruption**

It is our understanding that the demolition and construction project will take several years. The impacts of a long-term construction project that literally encircles our property are significant and incalculable. Our current understanding is that the project will last for seven years and that our people and our property will be directly impacted for three years. However, given our experience with construction projects, we anticipate that there will be delays and that the direct impact on our business will be longer than 3 years.

7) **Infrastructure**

dunnhumby performs frequent maintenance on our rooftop air handling units due in large part to our proximity to the highway. The wear and tear on our systems is excessive. Adding demolition and construction dust and other debris to the equation will further exacerbate the situation [and take time and resources away from the business itself.]

8) **Utilities**

We are concerned with the potential for interruptions of utility service. Considering the infrastructure in the area, temporary power and telephone outages are a strong possibility. Any interruption of utility services will result in a substantial, if not complete, halt to our work.

9) **Safety**

dunnhumby will be surrounded by the project and, while we are confident that ODOT and its contractors will make every effort to make the construction site as safe as possible, accidents do happen. When the project eventually does begin, we will have more than 650 people per day moving in, out and around the area. We are very concerned for the safety of our people and our property.

As you know, our safety concerns are real. In separate incidents, debris from the highway has struck our building and concrete falling after a car crashed into a sidewall landed on an associate's car parked in our lot.

10) **Asset Depreciation**

dunnhumby has a considerable investment in the building and the surrounding parking. The value of this property to our company and others is dependent on its current parking volume, accessibility, and its desirability to others in the market. The alignments under consideration will reduce parking and accessibility and could very likely reduce the overall desirability of this property and result in commensurate reduction in the value of this asset.

11) **Cost**

Having learned a great deal about this project, we respectfully question if the costs of the added design work, land acquisition, and infrastructure are the most efficient use of tax payer dollars. Would it be less expensive, disruptive and time-consuming to pursue the most direct route, through the dunnhumby building?

12) Federal Highway Requirements Exemptions

It is our understanding that the new designs that loop the ramp around the dunnhumby property require variances or exemptions from particular Federal Highway Administration regulations. Given the close proximity of the new roadway to our building, we have concerns over the necessity and the granting of variances to federal regulations that allow for the design to move forward. Certainly, the federal regulations are in place for well-researched safety purposes. dunnhumby has no interest in being in the footprint of a roadway enabled by exemptions from federal regulations.

We look forward to an opportunity in the near future to meet and discuss these concerns in more detail. Please contact Chris Richter at (513) 632-0996 to schedule a meeting.

Again, thank you very much for the opportunity to share our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Stuart W. Aitken". The signature is written in a cursive style with a large initial "S".

Stuart Aitken
CEO dunnhumbyUSA

**Brent Spence Bridge Replacement/Rehabilitation Project
February 2012**

**Website Comment/Feedback Forms
Comment Period Date (July 2009 – February 2012)**

Date Received	Name	Affiliation	Comments	Responses
July 4, 2009	Joseph K. Brown	General Public	<p>I know it's way too late, and I certainly agree that the BSB needs major work. I also realize that the most straightforward and efficient alternatives (the ones with a new bridge west of the existing) will never get by the NIMBY's. What I don't understand is why everyone wants to take a mole hill and make it into a mountain. That is leave I-71 alone. It has a much newer bridge that, I suspect, is underutilized.</p> <p>Wouldn't separating the traffic streams reduce crosstown traffic and simplify the scope of the BSB upgrade?</p> <p>PS I don't blame you if you do not respond; I hope that you're sick of hearing this question.</p>	
July 7, 2009	John Kennedy Duke Realty	Industry	<p>Please add me to communications e-mail distribution list. We have many tenants interested in this project.</p>	
September 2009	Mike Frazier	Other	<p>Would like to know what houses will be torn down, bought out or eliminated between 203-213 Western Avenue Covington KY 41011. When will the definite plans be decided if notification of right of way is to be in 2010.</p>	
April 23, 2010	Paul W Queen	General Public	<p>When will decisions be made about any businesses (if any) that will have to relocate as a result of the new bridge placement? Our office is on the corner of Freeman and West 8th.</p>	
July 13, 2010	Hazel Gray		<p>It would seem to me that the survey maps you are using are very out of date, most of them do not have St. Elizabeth hospital that has just been built. Surely you should have the most up to date maps available.</p>	

**Brent Spence Bridge Replacement/Rehabilitation Project
February 2012**

**Website Comment/Feedback Forms
Comment Period Date (July 2009 – February 2012)**

Date Received	Name	Affiliation	Comments	Responses
July 22, 2010	Julio Clark	General Public	<p>I am a resident of Covington, in particular, Western Ave. near the river. I would highly consider the exact location that the bridge would be ran and which residents are going to be moved out of their homes. Botany Hills is the one VERY well developed neighbor hoods in the city of Covington, which is continuously improving week by week.</p> <p>Constantly every week I see my neighbors making improvements to their property and structures. I know that I am one of them. I have taken a house built in the 1920's and renovated it to be modern throughout, significantly increasing the market price. The people in Botany Hills are all highly concerned with crime that takes place in the area. So much so I have seen a total 180 in crime due to concerned residents, who call the police when they see criminal activity. This area in my opinion, and others, a very bright spot in Covington that is only showing drastic improvement to an already well developed area, on a very consistent basis.</p> <p>Running a bridge right through the Botany and Devou area would be detrimental to one of the nicest areas of Covington. Along with a lot of very unhappy, and some of your best and brightest residents of Covington.</p>	
July 26, 2010	Kelly Mattingly	General Public	Please pick Alternative A or B	
August 8, 2010	Hazel Gray	General Public	<p>Could you please let me know if my home is one of those being taken for this project? I have looked at your maps and it looks like it is, but at the last meeting at the Gardens your engineers said no. I live at 507 Scenic Drive and need to do upgrades on my home but don't want to put in a lot of money if my house is one of those that will be taken.</p>	
September 3, 2010	Michael Scheper	General Public	<p>I am a home owner within the study area and would like to be added to the mailing list to receive project information and updates?</p> <p>My address is as follows:</p> <p>Michael Scheper 5 Highview Drive Ft. Wright, KY 41011</p>	

**Brent Spence Bridge Replacement/Rehabilitation Project
February 2012**

**Website Comment/Feedback Forms
Comment Period Date (July 2009 – February 2012)**

Date Received	Name	Affiliation	Comments	Responses
August 23, 2010	Kevin James Welsh	General Public	I would like to be on your mailing list for updates. I own two rentals on west 12th St. (625 & 635). At this time I don't believe my properties are going to be acquisitioned. Although plans have a way of changing. I just wanted a heads up if my properties are going to the chopping block.	
October 5, 2010	Hazel Gray	General Public	<p>This is my second request for information on which homes are impacted by this project. I live on Scenic Drive and over the last two weeks have seen different people either surveying or drilling. It would be helpful to know if my home is being taken by eminent domain, and when will we be notified.</p> <p>I would like some kind of response.</p>	
October 7, 2010	Paul Westerheid	Industry	Is this project intended to be let as a bid-build project or as a best value project, possible design-build?	
November 9, 2010	Bob Greenwood	General Public	<p>I don't know if you are taking input from the public on the bridge designs, but I would like to give you my top three:</p> <ol style="list-style-type: none"> 1. Alternative 6 is my hands down winner. The single set of tall spires creates a gateway effect to Ohio, and adds to Cincinnati's famous skyline. It would also be the least costly to maintain. 2. Alternative 5 comes in second. I like how the spires lean toward the land on both sides. It would also be inexpensive to maintain. 3. Alternative 2 is my third pick. It would make a nice book end opposite the Big Mac (I-471) Bridge, but slightly cooler in design. The maintenance costs would be greater than a suspension bridge however. <p>I also have a question. If we are building such a huge new bridge (six lanes per deck), why are we keeping the old Brent Spence Bridge? It seems to be overkill to me and not very aesthetically pleasing to downtown. Also will that nasty railroad bridge be moved at all? And finally, when would construction begin on all of this?</p>	

**Brent Spence Bridge Replacement/Rehabilitation Project
February 2012**

**Website Comment/Feedback Forms
Comment Period Date (July 2009 – February 2012)**

Date Received	Name	Affiliation	Comments	Responses
November 18, 2010	Keith Harrah		<p>The final six designs are fine except for the Arching bridge that mimics the "Big Mac" bridge.</p> <p>The main reason for me to be adamantly against that design is the fact that we are keeping the original Brent Spence span. With that bridge with all the overhead trusses, makes for a ridiculous mess of metal side by side. The only way for this project to look good is to stay with the cable stay style for the new bridge.</p> <p>Unless they plan to completely remove the old span, we cannot have an arch bridge and a truss bridge side by side.</p>	
January 25, 2011	Ted Wahn		<p>I own the property at 727 Dalton Street, Covington Ky. I have many noise concerns for our street!</p>	
January 25, 2011	Louis Wartman		<p>I am concerned with what kind of noise barriers and the location of these barriers in regard to the widening of i-75. I live at 1572 Street. Anthony Drive in Fort Wright, Ky. 41011. My property abutts 1-75 about half way up death hill. Directly across the highway from Notre Dame Academy. The noise from I-75 is already so loud now that you can't carry on a conversation in your backyard. I would also like to see more information concerning public meetings concerning this issue.</p>	
February 8, 2011	C. Keith Harrah	Academia	<p>It is a no brainer. If they were going to tear down the old Brent Spence Bridge, then maybe I might consider alt. #1. They are not. Alt. #1 has been done before all over the U.S. Alt #6 has not. Alt #6 must be the only one even close to be chosen. Why can't everyone see that?</p> <p>If you go with #1, it will be too much steel. Think about it... A cantilever bridge right next to an Arch bridge???NO WAY. #6 is clean, iconic, different, majestic, modern, and goes well with the old bridge. I hope they pick the right one, but you know, if it makes too much sense, it probably won't happen.</p>	
February 14, 2011	Hazel Gray		<p>On this website is states:</p> <p>"Right of way acquisition is expected to occur in 2010."</p> <p>I live at the end of Scenic Drive, KY and would like to know when we will be notified if our home will be taken by the State.</p>	

**Brent Spence Bridge Replacement/Rehabilitation Project
February 2012**

**Website Comment/Feedback Forms
Comment Period Date (July 2009 – February 2012)**

Date Received	Name	Affiliation	Comments	Responses
February 25, 2011	Ryan Lammi	General Public	<p>Two suggestions for the planning of the project.</p> <p>1) If the bridge is to retain traffic on two different levels, make the upper level the one that goes North. This would showcase the city in a much better way than when you are cramped in the lower level and looking between supports to get good views of the city coming in.</p> <p>2) Please choose an alternative that demolishes the least buildings. The last thing we need is more loss of historic buildings.</p>	
March 2, 2011	Keith Harrah	General Public	<p>Please let me stress that alternative design #6, with the tall two towers is so much better than the other two alternatives that I feel absolutely compelled to write to whom it may concern. I have studied design for many years and have a great love for the success of the Cincinnati region.</p> <p>My reason for feeling so strongly about alt. #6 is because of having to leave the existing Brent Spence Bridge. An arch bridge at that location along with the existing bridge would create too much for the eye. It would be way too much noise for the eye. The arch bridge design has been done before, even in Cincinnati. We need something new, clean and modern looking. Please take my comments into consideration. Thank you for your time.</p>	
March 5, 2011	Mary Snyder	General Public	<p>It will be a terrible mistake if there isn't an exit for Covington, KY. It should not be up as far as 12th Street either. It seems that ramps should be made as close to the existing ones as possible.</p>	
March 11, 2011	Marty Mayfield	General Public	<p>I do also have a complaint-how is it that these final decisions are left to the Federal Government? They don't live here or ever have to use these roads. The economic impact on Ludlow and Covington will not be good.</p>	
April 24, 2011	Keith Harrah		<p>It is crystal clear that alt.#6 with the single tall tower is by far, the best design and will be an icon for Cincinnati, N. KY for decades to come. The other designs are just okay, but number six is over the top correct for the area. If we were tearing down the old bridge, I might think more of the other designs, but, with the new bridge right next to the old bride, the only right choice is the less busy design.</p>	

**Brent Spence Bridge Replacement/Rehabilitation Project
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**Website Comment/Feedback Forms
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Date Received	Name	Affiliation	Comments	Responses
June 4, 2011	Danielle Gerlach	General Public	I currently live in the study area and am concerned this project is going to decrease the value of my house as well as making it harder to sell in the future.	
June 24, 2011	Raymond Nusekabel	General Public	Take the I-71 traffic off the Brent Spence Bridge and run it straight across the Big Mac bridge. Or build a new bridge by the Big Mac Bridge for the I-71 traffic, taking it straight into Kentucky up to I-275 or beyond, reconnecting with I-71. That way you will eliminate a lot of traffic on the cut in the hill, Brent Spence Bridge and Fort Washington Way (Suicide Alley). The Brent Spence handling just I-75 traffic would help eliminate the number of auto/truck traffic and weight going over the bridge. I would think it would also eliminate congestion also.	
July 6, 2011	Daniel Fleck	General Public	<p>I am not a resident of Cincinnati, but I have to drive through several times a year, and don't want to go downtown, but there are no real alternatives. Have you considered a method of encouraging through traffic to avoid downtown altogether? Connecting I-275 south to I-71 would be a much better option for traffic to go around Cincinnati when going between Dayton/Columbus and Louisville areas. This route would be 15 miles shorter and a lot less traffic than going back past the airport.</p> <p>The route is hilly, but undeveloped, so less property seizures and red tape would be needed to get started.</p> <p>Hope this can get moving soon, this is a much needed project.</p>	

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August 8, 2011	Jason Miller	General Public	<p>Hello, I was very interested to find news of the Brent Spence Bridge replacement today since I have not heard any new of this project yet. I grew up in the Cincinnati, I am now in the planning profession, and thought I would share with you a vision I had for this project years ago. This is a MUCH larger concept which incorporates much more than just replacing an old bridge, and has several aspects to it.</p> <p>http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=206065519571931928030.0004a533b0a455fe9643e</p> <p>1) Realign I-75 as an elevated highway above the rail lines along the Mill Creek, and construct a new bridge (I like the asymmetrical fan Cable-stayed design), that integrates high-speed rail lines that descent and provide service at Union terminal, as well as regional bus depot access. This new bridge is about a mile west of the Brent Spence, around the current rail bridge (which could also be replaced with the new bridge). I-75 would require a new stretch west of Devou Park, and rejoins the current alignment at Kentucky exit-186. I-75/I-71 between Ohio and Kentucky exit-186 could be abandoned or repurposed by Kentucky as a state route.</p> <p>2) The new Brent Spence Bridge - if created with this plan in mind - would be a much larger structure (likely with 2 decks as shown in the alternatives documents) with 4-6 lanes in each direction, at least 2 high-speed tracks, and pedestrian paths. I would like to see the Cable-stay structure repeated 2-3 times heading north to support the elevated highway, at least as far as the Western Hills Viaduct. Viewed from downtown high-rises, this would create an Iconic super-structure landmark for Cincinnati that would look very impressive with Price Hills in the background, and Union Terminal and new parks in the foreground. It would serve as a tourist attraction and could have several observation towers within the structure.</p>	

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	Jason Miller		<p>(continued)</p> <p>3) Rename and realign the interstate routes around Cincinnati. I-75 and I-71 would no longer combine to cross the river. Rather I-471 now becomes the continuation of I-71 across the river, and leads to and I-275/I-71 stretch heading west, then a I-75/I-71 stretch heading south. This will help keep heavy interstate traffic from crossing through downtown on Fort Washington Way.</p> <p>4) MOST IMPORTANTLY this plan moves the web of on/off-ramp away from downtown, opening up space for 8 new blocks of downtown real estate that will blend into the current grid pattern. It will also open up a ribbon of land that can be converted to a green belt or developable land as locations vary. This allows the city to define a new era for itself with architecture, commercial development, new business investment, and build more residential development to drive the growing commercial development and expand downtown community life.</p> <p>I realize this is a farfetched and massively expensive undertaking. I would just like to propose these ideas to those involved in the new bridge project as well as City Planning officials to see if any of the concepts are viable. I also realize that your project is much far beyond taking input such as this, and the City Master Plan has nothing even close to this in its vision. But perhaps there are some in the City ready to think big and pursue an epic vision, and perhaps it is not too late to consider.</p>	
September 14, 2011	Jeff Martin	General public	All of the new bridge designs are great. Love the simple and clean lines of Alt. 3, 4, 5 but the dynamic attitude Alt. 4 and 5 give off is just incredible. I hope one of these two designs not only make it to the final pick but actually get built. Cincinnati and Northern KY need something iconic that tells people they are traveling through a contemporary city.	
September 15, 2011	Terrance Klinzing	Government	Keep the present bridge, and run 71 over it. Eliminate south approach on Ohio side and make room for Convention Center expansion by crossing west of Duke Power Plant.	
September 15, 2011	William T. Schmitt	General Public	Will the existing bridge be utilized with the new structure or destroyed?	

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November 24, 2011	Keith Harrah	General Public	The absolute clear alternative is number six, Two tall towers. The fact that they are not going to tear down the existing Brent Spence Bridge should make it easy. If you built an arch bridge, you would be hard pressed to even see it. Furthermore, any new bridge built right next to a fifty year old bridge, the mantra should always be "less is more". Option 6 is clean classy, and would complement the old Brent Spence. Please e-mail me and let me know if I am the only one to see it this way.	
January 13, 2012	Michael Blahay	General Public	I have heard a lot of discussion surrounding the funding for this project. I am sending this to you so you are aware of my support for making access to the bridge toll based. I do wish there was more information on this website about these ongoing discussions, even it was just in the form of links to other websites.	
February 7, 2012	Jeff Gaines	General Public	The solutions are banal - for the amount of time, effort and money this endeavor has and will take, something more profound should result. None of the options that you are looking at put the City and region in a better light than current conditions - just different. It is time to bring in somebody like S. Calatrava who can make a remarkable statement with this bridge.	
February 8, 2012	Matthew Gorrasi	Industry	Who do I contact in order to get more detailed or specific information about the Alternatives E & I? Our company (Burke, Inc.) looks like it will quite possibly be effected by both of these Alternatives and I wanted to try to get a greater understanding of what exactly is being proposed on the current Alternatives - for instance Alternative I looks like it has the construction limits going through 1/3 of our building and I just wanted to better understand what that entails.	