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Work continues in Step 6 of the Project Development Process. The end result of this step is an Assessment of Feasible Alternatives (AFA) document that will analyze the remaining alternatives in more detail.

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.

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 ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) 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](mailto: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](mailto: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](mailto: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.

Work continues in Step 6 of the Project Development Process. The end result of this step is an Assessment of Feasible Alternatives (AFA) document that will analyze the remaining alternatives in more detail.

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

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  
505 South SR 741  
Lebanon, OH 45036  
Phone: 513-933-6639  
FAX: 513-933-8252  
[stefan.spinosa@dot.state.oh.us](mailto: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](mailto: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](mailto:craig@pbworld.com)

## E-Newsletter - April 2010



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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 of the Project Development Process. The end result of this step is an Assessment of Feasible Alternatives (AFA) document that will analyze the remaining alternatives in more detail.

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

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ODOT - District 8  
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[stefan.spinosa@dot.state.oh.us](mailto:stefan.spinosa@dot.state.oh.us)

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KYTC - District 6  
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Covington, KY 41017  
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[john.eckler@ky.gov](mailto:john.eckler@ky.gov)

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312 Elm Street, Suite 2500  
Cincinnati, OH 45202  
Phone: 513-639-2100  
FAX: 513-421-1040  
[craig@pbworld.com](mailto: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.

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 ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) 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  
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[stefan.spinosa@dot.state.oh.us](mailto:stefan.spinosa@dot.state.oh.us)

John Eckler, P.E.  
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421 Buttermilk Pike  
Covington, KY 41017  
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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

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.

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](http://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.

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 ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) periodically for more information. As always, feel free to contact us with any questions you may have.



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513-933-6639



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Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202  
Phone: 513-639-2100  
FAX: 513-421-1040  
[craig@pbworld.com](mailto:craig@pbworld.com)



## E-Newsletter - July 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 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](http://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](http://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.

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Technical Services Engineer  
ODOT - District 8  
505 South SR 741  
Lebanon, OH 45036  
Phone: 513-933-6639  
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Covington, KY 41017  
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## E-Newsletter - August 2010

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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](http://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](http://www.brentspencebridgecorridor.com)).

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Lebanon, OH 45036  
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Kentucky Transportation Cabinet  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700



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## 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](http://www.brentspencebridgecorridor.com)).

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



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## 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](http://www.brentspencebridgecorridor.com)).

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[stefan.spinosa@dot.state.oh.us](mailto: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](mailto: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](mailto: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](http://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](mailto:stefan.spinosa@dot.state.oh.us)

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KYTC - District 6  
421 Buttermilk Pike  
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FAX: 513-421-1040  
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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](http://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  
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Stefan C. Spinosa, P.E.  
Technical Services Engineer  
ODOT - District 8  
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Project Manager  
Parsons Brinckerhoff  
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