

Brent Spence Bridge Aesthetic Committee Meeting #1

December 16, 2005

Meeting Minutes

Stefan Spinosa and Rob Hans began the meeting with a welcome to all participants and a discussion regarding the Aesthetic Committee's purpose and how it will fit into the overall project development process.

Both KYTC and ODOT recognize that aesthetic issues for the corridor have tremendous public backing and interest. This project must involve a context sensitive solution to the aesthetics issues at hand. Context sensitive solutions ask questions first about the need and purpose of the transportation project, then address equally: safety, mobility, and preservation of scenic, aesthetic, historic, environmental, and other community values.

To assist in this effort, a diverse group of professionals and experts were invited to aid in development of aesthetic treatments and recommendations for the Brent Spence Bridge project. The states hope that this group will assist in project development through the completion of final design.

One challenge for the Aesthetic Committee will be to merge its work with the ODOT Project Development Process. Michael Moore, City architect for the City of Cincinnati, has been tasked to lead this group and aid in this merger

Later you will receive some background on the Project Development Process and our initial thoughts on when input will be needed.

At this point, the committee's charter was distributed and discussed. The charter was developed to provide clear direction on the goals of the committee, the membership and roles of the committee, and the decision making process. Key points of this charter include:

- This is a subcommittee to the advisory committee and shall provide recommendations on aesthetic treatments.
- Safety shall not be compromised by any treatment or recommendation.
- All design standards with regards to roadway geometry, signing and lighting, and structures shall be followed. Bridge structure types will be selected in accordance with current ODOT and KYTC requirements. The Aesthetics Committee will provide input on the treatments of the selected alternative, but not make a selection on type of structure.
- Funding for aesthetic treatments is limited. Both agencies have agreed to fund improvements that have minimal increases in construction cost
- All recommendations for treatments need to consider sustainability - initial costs and future maintenance/operating costs.

- ODOT and KYTC have final authority on what actions or recommendations shall be implemented. This committee will be given the reason behind any decision that is made.

Parsons Brinckerhoff Project Manager Fred Craig discussed the makeup of the Aesthetic and Advisory committees. The project team, project managers and consultant team members will provide assistance to the Aesthetics Committee. They will also ensure that input is received to aid in development of the project. All recommendations will be carried back to the Advisory Committee and to ODOT and KYTC.

Fred further explained that one key role of the members is to communicate the actions of this group back to each of the respective agencies represented. Michael Moore is the chairman of this committee, and will function as point of contact for any issues or questions to the Advisory Committee and Project Team

Michael Moore continued the discussion by presenting some information relative to the committee's meeting schedule. The Project Team anticipates needing input from the Aesthetic Committee at each key decision point in the Project Development Process. These points occur at the ends of Steps 4, 5, 6, 7, and 8.

The next meeting for this group will likely be scheduled in the spring when the Planning Study Report and Strategic Plan are being finalized. At that stage of project development, the number of conceptual alternatives to be carried forward will be better defined. More specific details regarding upcoming meetings will be defined as the project develops.

Stefan Spinosa and Fred Craig continued forward with a discussion of previous work within the Brent Spence Bridge study area. These projects included Major Investment Studies for both the I-71 and I-75 corridors and the recently completed Engineering Feasibility Study. These studies identified a number of issues and challenges associated with this project.

Fred Craig also described the projects study area to include I-71/I-75 between the Kyles Lane interchange in Kentucky and the Western Hills Viaduct in Cincinnati. A Study area map was distributed.