

Brent Spence Bridge Corridor Project Aesthetic Design Committee Meeting Summary (KY) June 28, 2022



Covington Aesthetic Sub-Committee Meeting No.1 June 28, 2022 – (KYTC D-6 office, 3-5 pm)

1. Welcome and Introductions

Following welcoming comments by Gary Valentine, the below listed attendees made self-introductions

Emily Wolff - Advisory Committee Member Ben Oldiges - Advisory Committee Member Steven Hill - Advisory Committee Member Sarah Allan – representing Susan Smith, Advisory Committee Member Mayor Joseph Meyer, City of Covington KY Stacee Hans -KYTC Gary Valentine – KYTC David Reed – QK4 Glen Kelly- QK4

2. Purpose of Subcommittee

Purpose - Assist KYTC in the development of "I-71/75 Covington Area Streetscape Guidelines". The Guidelines will be a component of the overall Brent Spence Bridge (BSB) Project procurement documents for final improvements made to impacted areas of Covington and adjacent areas in Kentucky.

Goals of the guidelines will include protection and enhancement of the unique and historic character of downtown Covington including incorporation of the following critical elements of design:

- Coordinated corridor aesthetic features and treatments.
- Landscape buffering and integration.
- Pedestrian safety and mobility
- Complete street concepts and linkage to existing trail networks where possible



3. Project History and Overview

Information presented at the June 7, 2022 Industry Forum, held at the Northern Kentucky Convention Center in Covington, was used to provide an overview of the Brent Spence Bridge project history and the currently proposed work. This information is available on the <u>Brent Spence Procurement website</u> at the link labeled June 7th Forum Information

6/13/2022: Industry Forum Information

6/13/2022 3:48 PM

Thank you to all the companies, organizations, and individuals who participated in the June 7th, 2022 BSB Industry Forum.

ODOT and KYTC is sharing the following information: General Session PowerPoint, Attendee Lists, and the various visual displays.

Link: June 7th Forum Info

A recording of the General Session presentation will be posted soon.

KYTC noted the primary focus of the BSB project is to address the significant traffic capacity and safety issues resulting from the multiple movements and transitions from local to through interstate traffic. Construction of local system adjacent to the interstate travel ways is the foundation of the overall BSB project. This local traffic system, with associated interfaces with local streets, will cross the Ohio River on the existing bridge. Interstate traffic only will be accommodated on the new double deck river crossing.

4. Opportunities

To trigger discussion on concerns and values, KYTC briefly presented constructed elements of I-65 Ohio River Crossing completed in Louisville, Ky and Jeffersonville In. These included: underpass treatments, gateways, pedestrian facilities, lighting, signing, landscaping, and retaining wall treatments. Documents/guidelines included in Construction Procurement Documents for Aesthetic and Landscape treatments were also briefly discussed.

5. Covington Values

- Opportunities to create improved bike and pedestrian environments along parallel roads and intersecting side streets.
- o Lighting is very important throughout the overhead bridge crossings.
- Concern for mitigating the loss of tree canopy within new footprint of the interstate especially alongside the park. Solutions should be developed to coordinate with the existing park master plan. KYTC noted that there have been recent efforts to minimize impacts.



- Concern for the treatment and environment created within underpasses.
- Concern for those areas where footprint is close to existing assets (park, pool on east side and houses on the west side). Some previous geotechnical work (by SD1) may be available.
- Gateway opportunities- CW Bailey Bridge intersection. Opportunities to coordinate solutions and partner in implementation.
- Concern for noise attenuation. Noise walls and quiet pavement solutions represent the typical treatments and solutions.
- Traffic calming on connecting local streets are also a concern to eliminate high speeds within the urban fabric.

6. Next Steps

Develop and provide to Advisory committee

- Available details of underpass options and examples, including dimensions (width and heights).
- Complete Street Options (specifically along Bullock and Jillian's/Simon Kenton)
- Lighting option examples

Information exchange targeted mid-July

Next meeting – Tentatively, August 10 at 2:30



Brent Spence Bridge Corridor Project Aesthetic Design Committee Meeting Summary (OH) June 28, 2022

BURGESS & NIPLE

BRENT SPENCE BRIDGE CORRIDOR PHASES I AND II PID Nos. 113361 & 114151

Meeting:	Aesthetic Committee Meeting
Date:	Tuesday, June 28, 2022

Attendees:

Charlie Rowe	ODOT D8
John Otis	ODOT D8
Stefan Spinosa	ODOT D8
Keith Smith	ODOT D8
Heather McColeman	ODOT Central Office
Jon Brunot	Burgess & Niple
Steve Anslinger	Burgess & Niple
Abby Cueva	EMH&T
Betty Hull	Rasor Marketing
Angie Strunc	City of Cincinnati
James Noyes	Hamilton Co. Regional Planning Commission
Jim Beitz	Cincinnati History Library and Archives
Michael Schuster	Michael Schuster Associates
Krutarth Jain	American Institute of Architects – Cincinnati Chapter
Katie Eagan	Cincinnati USA Regional Chamber of Commerce
Cindy France	City of Cincinnati – Park Planning
Jaret Lundy	American Society of Civil Engineers Students - UC
Jaret Lundy	American Society of Civil Engineers Students - UC
Omar Mohamed	American Institute of Architects Students - UC

Discussion Items:

- The Project overview was provided for Phase I and Phase II limits of the BSB corridor
- The Aesthetic Committee has been reconvened with new members to review and provide feedback on the proposed Aesthetic treatments for these two projects phases
- Since the previous aesthetic meetings ODOT has developed an Aesthetic Design Checklist which will be followed for these projects
- An explanation was provided between Baseline and Enhanced aesthetic treatments
- A review of the Stage 1 Aesthetic Design Checklist was provided including pictures of similar treatments
- A review of the schedule was provided and committee members were asked to provided feedback by the end of July
- The following feedback was provided in the meeting:
 - Angie Strunc The City has interest in translucent vandal fence panels for Ezzard Charles and treatments similar to Long St and Spring St bridges in Columbus



BURGESS & NIPLE

- Michael Schuster Basically the aesthetic elements presented were clean and look fine except the vandal fence may need to be something other than chain link
- Stefan noted that there is not much room for landscaping areas in this corridor. If the City identifies locations for landscaping during plan development then ODOT will work with the City to incorporate those into the plans with the understanding that the City will provide maintenance of all landscaping.
- Jon told the committee members that he would send them the following information
 - The PowerPoint presentation
 - o The Aesthetic Design Checklist
 - o A link to ODOT's Aesthetic Design Guidelines
 - o The list of the current Aesthetic Committee members

Attachments:

- Presentation
- Aesthetic Design Checklist
- Follow-Up Comments





Good afternoon and thank you for attending today's Aesthetic Design Committee meeting. I am Jon Brunot with Burgess & Niple and I am the Project Manager for Phase II. With me today is

- Stefan Spinosa the ODOT Project Manager for the BSB Corridor
- Charlie Rowe the ODOT Project Manager for Phase II
- John Otis the ODOT Project Manager for Phase I

BRENT SPENCE BRIDE CORRIDOR PHASE I AND PHASE II

AGENDA

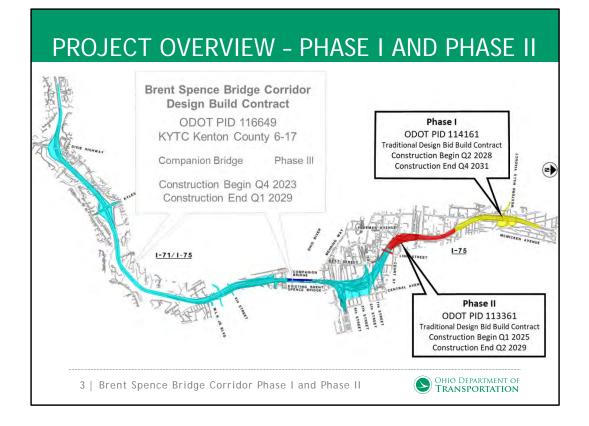
- Project Overview
- Aesthetic Process
- Project Aesthetic Design Checklist Review

OHIO DEPARTMENT OF TRANSPORTATION

- Schedule
- Comments/Input

2 | Brent Spence Bridge Corridor Phase I and Phase II

- Today we will:
 - Provide a Project Overview
 - Describe the Aesthetic Process
 - Review the Project Aesthetic Design Checklist
 - Review the Schedule
 - Provide time for your input and comments



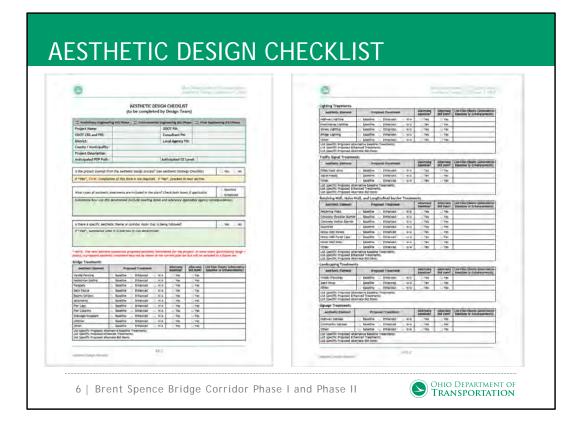
- Describe three projects limits, schedule, timelines
- Today's focus is on the red and yellow sections of the project;
- There will be further outreach coordination with the City and Aesthetics Committee on the other areas of the project and the bridges over the Ohio River.



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



- Since the completion of the Aesthetic effort as part of the Brent Spence project preliminary engineering, ODOT has developed and put into use an Aesthetic design process.
- This process mimics what the original project charter included,
- It also provides more direction on what is typically part of the project costs ODOT covers--baseline treatments; and how we will review, develop, implement, enhanced treatments.
- Baseline treatments are implementation of standard ODOT engineering and construction specifications. Typically consist of those pattern, color, and texture treatments.
- Enhanced treatments are usually incorporated into ODOT projects through stakeholder/public involvement efforts like we are doing for this project. Aesthetic Enhancements are implemented in addition to (or in place of) baseline treatment.
- I am going to turn the discussion over now to Jon Brunot. He will discuss the Aesthetic Design Checklist and how today's effort will be used to finalize it.
- Once completed the checklist will aid ODOT in Finalizing the design requirements for the northern section of the BSB corridor projects.



• Thanks Stefan

- As Stefan mentioned we met with the City to developed an initial project Aesthetic Design Checklist that I will review with you today.
- In completing the checklist we focused on similar patterns, colors and textures already constructed along the I-75 corridor
- All the treatments selected in the initial aesthetic design checklist are either ODOT baseline or City standard baseline treatments
- Based on feedback and input we receive from you we will complete the final Aesthetic Design Checklist that will set the aesthetic elements to be included in the final design of these two Project Phases.
- The aesthetic design checklist treatments that I will present include
 - Bridge Treatments
 - Lighting treatments and
 - Retaining wall and noise walls

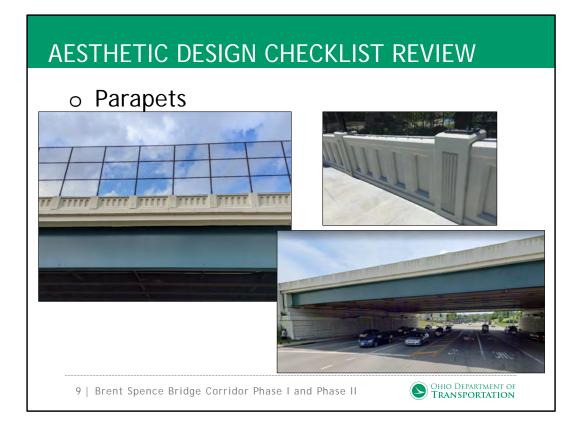
AESTHETIC DESIGN CHECKLIST REVIEW

Aesthetic Element	Proposed Treatment	nt	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Vandal Fencing	🛛 Baseline 🗆 Enhanced	🗆 N/A	Yes	🗆 Yes	
Pedestrian Railing	🗆 Baseline 🗆 Enhanced	□ N/A	🛛 Yes	Yes	
Parapets	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Deck Fascia	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Beams/Girders	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Abutments	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Pier Caps	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	🛛 Yes	
Pier Columns	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	🛛 Yes	
Drainage/Scuppers	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Utilities	🛛 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
Other:	🗆 Baseline 🗆 Enhanced	□ N/A	Yes	Yes	
List Specific Proposed Enh List Specific Proposed Alte	ernate Bid Items:				

• Aesthetic Bridge Treatments include vandal fencing, parapets, beams, abutments and piers



• The Vandal Fence proposed for the projects will consist of an ODOT standard Straight Black chain link Fence - 14' from the top of walk similar to what is pictured here and used in the corridor



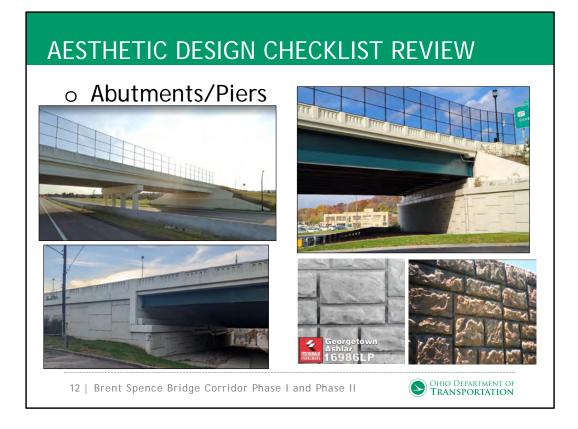
- The bridge parapets will use a Texas Classic Rail formliner with solid windows a similar treatment used in the I-75 corridor
- The treatment will be on both sides of the parapet for bridges over I-75 with sidewalks
- And only on the exterior side of I-75 mainline bridges. The interior side will be a standard single slope concrete barrier



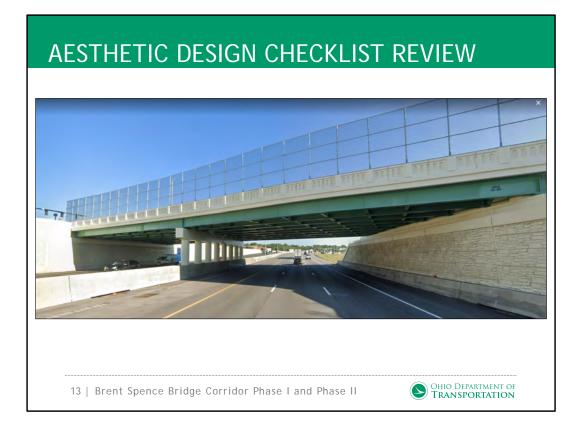
 The overhead bridge parapets will also include end treatments with the bridge identification name, construction completion date and rustification design features – The city will assist in determining the final design of the parapet end treatments



- The project will include the use of both steel and concrete girder bridges
- Steel girders will be painted to match the color of the Hopple Street and Monmouth Street bridges (shown on the left)
- Concrete girders will include a Federal Standard concrete sealer color similar to what is shown on the right



- Bridge abutments will include a concrete formliner with an Ashlar stone pattern similar to the texture shown below
- Piers will be standard cap and column type piers with tapered end caps and round columns



- This is the recently completed Sheppard Lane bridge with similar proposed bridge treatments including
 - Abutment formliner
 - Cap and column piers
 - Texas Classic Railing
 - Straight Vandal Fence

AESTHETIC DESIGN CHECKLIST REVIEW

Aesthetic Element	Proposed Treatment	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Highway Lighting	🛛 Baseline 🗆 Enhanced 🗆 N/A	Yes	Yes	
Interchange Lighting	🛛 Baseline 🗆 Enhanced 🗆 N/A	Yes	Yes	
Street Lighting	□ Baseline □ Enhanced □ N/A	🛛 Yes	Yes	
Bridge Lighting	□ Baseline □ Enhanced □ N/A	🛛 Yes	Yes	
Other:	□ Baseline □ Enhanced □ N/A	Yes	Yes	
List Specific Proposed Alte	anced Treatments: rnate Bid Items:			

• Lighting Aesthetic Elements include Highway and Interchange lighting and Local Street and Bridge Lighting



• ODOT Standard highway median and tower lighting will be used matching the existing I-75 corridor



• Local street lighting will match the existing Queensgate/West End Standard which is a black Steel Tapered Pole with a Curved Truss Mast Arm



 Overhead bridges will include a Straight Steel pole with Post top LED Luminaire matching the existing Hopple, Monmouth and West 8th Street bridges

AESTHETIC DESIGN CHECKLIST REVIEW

Aesthetic Element		Proposed Treatment					Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Retaining Walls	\boxtimes	Baseline		Enhanced		N/A	Yes	Yes	
Concrete Shoulder Barrier	×	Baseline		Enhanced		N/A	Yes	Yes	
Concrete Median Barrier	\boxtimes	Baseline		Enhanced		N/A	Yes	Yes	
Guardrail	\boxtimes	Baseline		Enhanced		N/A	Yes	Yes	
Noise Wall Panels		Baseline		Enhanced		N/A	🗆 Yes	Yes	
Noise Wall Panel Caps	\boxtimes	Baseline		Enhanced		N/A	Yes	Yes	
Noise Wall Posts	\boxtimes	Baseline		Enhanced		N/A	Yes	Yes	
Other:		Baseline		Enhanced		N/A	Yes	Yes	

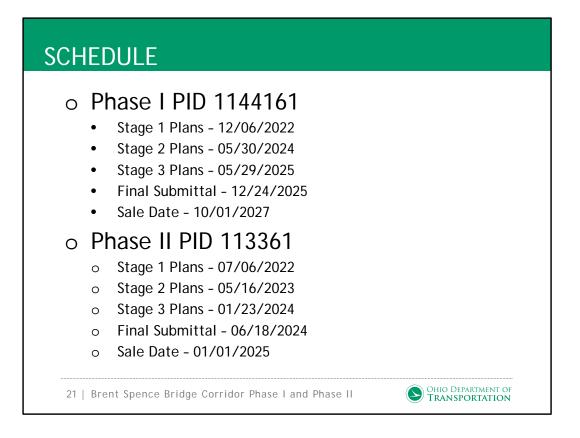
Retaining Walls and Noise Walls Aesthetic Treatments



- Retaining walls will match the bridge abutments Ashlar stone formliner and will include a concrete cap at the top of the wall
- Concrete wall caps will overhang the wall with chamfered top and bottom edges



- Noise walls will also use an Ashlar stone formliner with straight concrete top caps and concrete vertical posts
- Posts will extend 1" beyond the face of the panel and with chamfered side edges



- Here are the proposed schedule commitment dates for each phase
- We are currently completing Stage 1 design plans
- Final submittal date is June of 2024 for Phase II and December of 2025 for Phase I with Sale dates in 2025 and 2027 respectively



• At this time we would like to open it up to hear your feedback and comments or answer any questions you may have



AESTHETIC DESIGN CHECKLIST (to be completed by Design Team)

Preliminary Engineerin	g (PE) Phase	Environmental I	☐ Final Engineering (FE) Phase	
Project Name:	HAM IR 75 1.05 & HAM-75- 1.95		ODOT PM:	Stefan Spinosa
ODOT CRS and PID:	HAM-75-1.05, PID 113361 HAM-75-1.95, PID 114161		Consultant PM:	TBD
District:	8		Local Agency PM:	Bryan Williams
County / Municipality:	City of Cin	cinnati		
Project Description:	Corridor pro Reconst northeri Replace Avenue connect shall be Replace Westerr from Fro HAM-75-1.99 Corridor pro Reconst	ject. Work include: ruct and widen I-75 n limits of the bridg the Linn St. overpa to US 50. The recon ion from Gest St. to replaced. the Ezzard Charles Ave., cul-de-sac W eeman Ave., Wester 5 PID 114161 is the r oject. Work include: ruct and widen I-75	s the following: from just north of the e over Findlay St. ss with 1-75 and reco struction of Gest Stre Linn St. The pedestri Drive overpass over I- test Court St., and cor n Ave., and Ninth St. northern end in Ohio o s the following: from Findlay to just s	o of the Brent Spence Bridge e Linn St. overpass to the instruct Gest Street from Freeman et will eliminate the roadway ian access from Gest to Linn St. -75, reconstruct portions of instruct new I-75 ramps to and of the Brent Spence Bridge south of Marshall Ave. o the new Western Hills Viaduct
Anticipated PDP Path:	5		Anticipated CE Leve	I: EA/FONSI

Is the project exempt from the aesthetic design process? (see Aesthetic Strategy Checklist)	🗆 Yes 🛛 No
If "Yes", STOP. Completion of this form is not required. If "No", proceed to next section.	

	What types of aesthetic treatments are included in the plans? <i>Check both boxes if applicable</i> .	🛛 Baseline		
	what types of destricting theatments are included in the plans? Check both boxes if applicable.	Enhanced		
Summarize how was this determined (include meeting dates and reference applicable agency correspon				
	Aesthetic treatments determined through ongoing coordination and meetings between consultant, C	DOT, City of		
	Cincinnati and the Aesthetic Committee			

Is there a specific aesthetic theme or corridor vision that is being followed?	🛛 Yes	🗆 No
If "Yes", summarize what it is and how it was determined: Rivers and Hills; see Aesthetic Report completed under PID 75119.		

* NOTE: The next sections summarize proposed aesthetic treatments for the project. In some cases (particularly Stage 1 plans), a proposed aesthetic treatment may not be shown in the current plan set but will be included in a future set.

Bridge Treatments

Aesthetic Element Proposed Treatment	Alternate	Alternate	List Plan Sheets (Alternative
	Baseline?	Bid Item?	Baseline or Enhancements)





Vandal Fencing	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	🗆 Yes	
Pedestrian Railing	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
Parapets	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	□ Yes	
Deck Fascia	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	🗆 Yes	
Beams/Girders	⊠ Baseline	Enhanced	□ N/A	🗆 Yes	🗆 Yes	
Abutments	⊠ Baseline	Enhanced	□ N/A	🗆 Yes	🗆 Yes	
Pier Caps	⊠ Baseline	Enhanced	□ N/A	🗆 Yes	🛛 Yes	
Pier Columns	⊠ Baseline	Enhanced	□ N/A	🗆 Yes	🛛 Yes	
Drainage/Scuppers	⊠ Baseline	Enhanced	□ N/A	□ Yes	🗆 Yes	
Utilities	⊠ Baseline	Enhanced	□ N/A	🗆 Yes	🗆 Yes	
Other:	□ Baseline	Enhanced	□ N/A	□ Yes	🗆 Yes	
List Specific Proposed Alte	rnativo Basolin	a Traatmants: C	ity Standard	I nodostrian rai	ling	

List Specific Proposed Alternative Baseline Treatments: City Standard pedestrian railing List Specific Proposed Enhanced Treatments:

List Specific Proposed Alternate Bid Items:

Lighting Treatments

Aesthetic Element	Pro	posed Treatmer	it	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Highway Lighting	⊠ Baseline	Enhanced	□ N/A	□ Yes	□ Yes	
Interchange Lighting	🛛 Baseline	Enhanced	□ N/A	□ Yes	□ Yes	
Street Lighting	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
Bridge Lighting	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
Other:	□ Baseline	Enhanced	□ N/A	□ Yes	□ Yes	

List Specific Proposed Alternative Baseline Treatments: City standard roadway steel tapered mast arm with LED fixture and bridge mounted straight steel pole post with LED fixture List Specific Proposed Enhanced Treatments: List Specific Proposed Alternate Bid Items:

Traffic Signal Treatments

Aesthetic Element	Pro	posed Treatmer	nt	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)		
Poles/Mast Arms	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes			
Signal Heads	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes			
Other:	□ Baseline □ Enhanced □ N/A □ Yes □ Yes							
List Specific Proposed Alternative Baseline Treatments: City standard mast arms and signal heads								

List Specific Proposed Enhanced Treatments:

List Specific Proposed Alternate Bid Items:

Retaining Wall, Noise Wall, and Longitudinal Barrier Treatments

Aesthetic Element	Pro	posed Treatmer	nt	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)	
Retaining Walls	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	□ Yes		
Concrete Shoulder Barrier	🛛 Baseline	Enhanced	□ N/A	Yes	□ Yes		
Concrete Median Barrier	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	□ Yes		
Guardrail	⊠ Baseline	Enhanced	□ N/A	Yes	□ Yes		
Noise Wall Panels	🛛 Baseline	Enhanced	□ N/A	Yes	□ Yes		
Noise Wall Panel Caps	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	Yes		
Noise Wall Posts	🛛 Baseline	Enhanced	□ N/A	🗆 Yes	Yes		
Other:	□ Baseline	Enhanced	□ N/A	🗆 Yes	□ Yes		
List Specific Proposed Alternative Baseline Treatments: List Specific Proposed Enhanced Treatments: List Specific Proposed Alternate Bid Items:							

List Specific Proposed Alternate Bid Items:

Landscaping Treatments



Aesthetic Element	Proj	posed Treatmen	it	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)	
Woody Plantings	□ Baseline	Enhanced	🛛 N/A	□ Yes	□ Yes		
Seed Mixes	🛛 Baseline	Enhanced	□ N/A	□ Yes	□ Yes		
Other:	□ Baseline	Enhanced	□ N/A	□ Yes	Yes		
List Specific Proposed Alternative Baseline Treatments: List Specific Proposed Enhanced Treatments: List Specific Proposed Alternate Bid Items:							

Signage Treatments

Aesthetic Element	Proj	oosed Treatmen	t	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)	
Highway Signage	🛛 Baseline	□ Enhanced	□ N/A	□ Yes	□ Yes		
Community Signage	□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes		
Other:	□ Baseline	Enhanced	□ N/A	Yes	□ Yes		
List Specific Proposed Alternative Baseline Treatments: Community signage to meet City standards							

Proposed Alternative Baseline Treatments: Community signage to meet City standards List Specific Proposed Enhanced Treatments:

List Specific Proposed Alternate Bid Items:

Roadway/Sidewalk Treatments

Pro	posed Treatmer	ıt	Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
🛛 Baseline	Enhanced	□ N/A	🗆 Yes	□ Yes	
□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
🛛 Baseline	Enhanced	□ N/A	Yes	🗆 Yes	
□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
□ Baseline	Enhanced	□ N/A	🛛 Yes	🗆 Yes	
□ Baseline	Enhanced	□ N/A	🛛 Yes	□ Yes	
□ Baseline	Enhanced	□ N/A	□ Yes	□ Yes	
	 Baseline Baseline Baseline Baseline Baseline Baseline Baseline Baseline 	Image: Strain of the strain	□ Baseline □ Enhanced □ N/A □ Baseline □ Enhanced □ N/A	Proposed Treatment Baseline? Baseline Enhanced N/A Yes Baseline Enhanced N/A Yes	Proposed Treatment Baseline? Bid Item? Baseline Enhanced N/A Yes Yes Baseline Enhanced N/A Yes Yes

List Specific Proposed Alternative Baseline Treatments: 5' wide x 5" thick concrete sidewalks with 4'-5" wide tree lawn meeting City standards. Crosswalks, medians and islands for local streets to meet City standards

List Specific Proposed Enhanced Treatments: List Specific Proposed Alternate Bid Items:

Special Treatments*

Aesthetic Element	Proposed Treatment*		Alternate Baseline?	Alternate Bid Item?	List Plan Sheets (Alternative Baseline or Enhancements)
Planters	Enhanced	⊠ N/A	Yes	□ Yes	
Benches/Tables	Enhanced	⊠ N/A	Yes	□ Yes	
Trash Receptacles	Enhanced	⊠ N/A	Yes	□ Yes	
Rest Rooms/Shelters	Enhanced	⊠ N/A	Yes	□ Yes	
Kiosks/Monuments	Enhanced	⊠ N/A	🗆 Yes	□ Yes	
Interpretive Signage	Enhanced	🖾 N/A	□ Yes	□ Yes	
Decorative Wall	Enhanced	⊠ N/A	Yes	□ Yes	
Logos/Lettering	Enhanced	🖾 N/A	□ Yes	□ Yes	
Other:	Enhanced	□ N/A	🗆 Yes	□ Yes	
List Specific Proposed Alte	ernative Baseline Treat	ments:	•	•	·

List Specific Proposed Enhanced Treatments: List Specific Proposed Alternate Bid Items:

All special treatments are considered "enhancements".

General

Construction drawings are to scale and large enough to adequately depict aesthetic treatments.



Stage 1 (PE Phase) Stage	age 2 (EE Phase)	Stage 3 (FE Phase)			
Sign and date below and include this form, the Aes Agreements with the design plan review submittal.	thetic Funding Assessment	Form, and any Participation			
Maintenance requirements for enhanced aesthetic treatments have been discussed with stakeholders. Potential long-term maintenance issues and life-cycle costs have been discussed with stakeholders.					
Drawings adequately show or describe surface treatments (texture and color), transitions/connections between various elements with details that indicate textural patterns and relief depths.					

	Staye I (FE Fliase)		Staye 2 (EE Fliase)			Staye 5 (FE Fliase)		
Design Team	Signature	Date	Signature	Date		Signature	Date	
Consultant PM:								
ODOT PM:								

City of Cincinnati Department of Transportation and Engineering (DOTE) Follow-Up Aesthetic Design Committee Comments

Cincinnati DOTE offers the following comments:

- The City of Cincinnati intends to apply for federal grant funding through the BIL -Reconnecting Communities Pilot (RCP) grant opportunity for enhancements along the BSB corridor. In particular, the application will be for enhancements to city streets crossing I-75 throughout the corridor, both above and below the mainline. The grant type will be for capital construction.
- 2. Above mainline street enhancements may include bridge treatment of translucent panels in lieu of vandal fencing, planters or tree boxes, benches, and artistic expression on the parapets. Post top lighting should be moved to the curb, not on the outer edge of the bridge with these enhancements. These enhancements may be similar to Columbus' Long St. and Spring St. city streets crossing I-71.
- 3. Above mainline city streets are:
 - a. Linn St. (PID 113361)
 - b. Ezzard Charles (PID 113361)
 - *c.* 9th St. / 8th St. Viaduct (PID 116649)
 - d. 7th St. & 6th St. (PID 116649)
- 4. For below mainline streets, ODOT to provide Cincinnati DOTE with proposed baseline features including proposed sidewalk width, location of pier columns, abutment/pier wall locations, proposed under bridge lighting and any adjacent fence locations for further review and comment. The city anticipates preferred treatments such as continuing the typical road and walk section, street lighting, under bridge lighting and vertical walls instead of sloped embankments. (PID 113361)
- 5. Below mainline city streets are:
 - a. Liberty St. (PID 114161)
 - b. Findlay St., Bank St., Central Ave/Harrison Ave (PID 114161)
 - *c.* 3rd St. (PID 116649)



Brent Spence Bridge Corridor Project Aesthetic Design Committee Meeting Summary (KY) August 10, 2022



MEETING MINUTES

Brent Spence

Project:

Groundbreaking by Design.

FIUJECI.	Dient Spence								
Purpose:	Project Urban Aesthetics								
Place:	Kenton Co. Court's Conference Room								
Meeting Date:	August 10, 2022								
Prepared By:	David Reed								
Attendees:	Dave Hatter	Mayor - Ft. Wright							
	Jill Bailey	Ft. Wright Administrator							
	Jude Hehman	Mayor - Ft. Mitchell							
	Kris Knochelmann	Kenton Co. Judge Executive							
	Sharma Lee	Kenton Co.							
	Nick Hendrix	Kenton Co. Public Works							
	Scott Gunning	Kenton Co. Administrator							
	Laura Tinfelde	Kenton Co. Planning and Development Services							
	Gary Valentine	KYTC – CO							
	Stacee Hans	KYTC – D6							
	Glen Kelly	Qk4							
	David Reed	Qk4							

1. Introductions/Project History

- a. Introductions were made. Human Nature, Inc's. team members will be assisting Qk4 in the visioning process, but were not in attendance.
- b. A history summary was provided by Stacee. Alternative I is what was originally selected. A Mega Project Grant, programmed for \$2.7 billion has not been awarded yet, but is anticipated to be successful to allow the project to move forward. Grant awards will be made in October and December of 2022. This project is in competition for funding along with five or six other projects in the country and it is speculated that each project may receive some level of funding from the grant process.

2. Current Design Details and Impacts

- a. Main revision of Alternative I is within the bridge itself, where local traffic was shifted to existing bridge, and through traffic shifted to new bridge. Issues with incident management (emergency services response) is being studied and may incorporate movable barrier gates in the median wall.
- b. The group was most interested in the location where decision making for local/through and I-71/I-75 will be critical and specifically, the impacts to the Dixie Highway and Kyle's Lane interchanges. These two interchanges will be linked by a collector/distributor corridor and separated from the higher speed through lanes. The introduction of this new pattern will be augmented with enhanced signage.

c. Interstate signage and concerns regarding nomenclature available for local businesses for each ramp was also discussed, in addition to new project lighting and the impact it will have on residents/businesses. Lighting of the interstate will be fixed and dictated by interstate standards, but transition zones beyond the interstate will need to be coordinated with municipal partners.

3. Aesthetic Guidelines

a. Efforts have begun to explore aesthetic guidelines which could include "gateway" type improvements at each city's exit ramps. Judge Knochelmann requested the vision along the entire I-71/I-75 corridor be coordinated and cohesive – making it clear that you have arrived to Kentucky.

4. Gateway Opportunities

- a. Representatives of Ft. Wright shared their desire to create gateway treatments at the Kyles Lane interchange ramps ramps and emphasized how important it is for these areas to be aesthetically pleasing. They also identified that the city is willing to pay for some of the improvements. Ft. Mitchell echoed the same level of interest and commitment. The consulting team supports these improvements and their inclusion in the project, and would like to begin by reviewing draft gateway improvement plans available.
- b. In addition to gateway and signage ideas, the consulting team is also interested in pedestrian fencing for plan inclusion. Human Nature will be assisting in this effort. Since structures and roadway are being reconstructed, costs will be handled by the project, with commitments from municipalities to maintain landscape and streetscape elements. Evendale, OH is an example of preferred landscape aesthetics.
- c. Areas where duplicate fencing exists along the interstate will be examined to offer more practical patterns of right-of-way boundary control and maintenance opportunities by the municipalities.

5. Sound Barriers

- a. Noise studies are ongoing to verify they offer a reduction in predicted noise levels and the optimum locations to construct. KYTC is committed to being a better neighbor and will construct these as community enhancements regardless of the cost effectiveness if they reduce predicted noise and the community desires.
- b. If an existing noise wall is impacted by construction, the noise wall will be reconstructed.

6. Right of Way Acquisition

a. Right of Way work has begun and has been reduced in scope through value engineering efforts. Affected property owners south of 12th Street have been contacted with the current focus on appraisals, with offers made to five or six property owners thus far. One home is in Ft. Wright, which will be acquired and demolished as part of this project.

7. Drainage Issues

a. The group noted drainage issues within the outside bend of the interstate (northbound east side) where skid abrader surfacing has been installed. The group prefers this pavement treatment be maintained in the future with final pavement installation/restoration.

8. Traffic Issues

- a. Beechwood School was discussed, but will not likely be able to be addressed within the scope of the project.
- b. Concerns were raised about crumbling pavements, medians etc. on Kyles Lane. These concerns will be addressed within the project limits.
- c. Wright's Summit Pkwy is currently a right in only from Kyles Lane, and there is a preference is for a right in/right out option to improve traffic flow within the Wright Summit Properties, including the development of the three current vacant parcels fronting the interchange. This is currently being evaluated by KYTC. Development is at an impasse until this option is resolved.
- d. Maintenance of traffic and phasing will determine the limits of buildable units and whether the two interchanges will be constructed in tandem, or separately.
- e. The construction of the project is expected to be from November 2023 to the end of 2029 and will be developed in multiple phases.

9. Action Items and Next Steps

- a. Both Ft. Wright and Ft. Mitchell would like to have access to some information and graphic materials to help educate interested residents, such as any available boards and graphics which could be provided to each community so residents could view them at municipal buildings, or on the KYTC website.
- b. It was requested that each City appoint one representative to attend meetings to keep conversations efficient and productive. The Mayor indicated that at this time Jill Bailey would be that person for the city.

End of Meeting Notes



Groundbreaking by Design.

Project: Brent Spence Purpose: Urban Aesthetics/Guidelines Place: KYTC – District 6 August 10, 2022 Meeting Date: Prepared By: David Reed Attendees: Mayor Joseph Meyer City of Covington **Ben Oldiges** Advisory Committee Member **Emily Wolff** Advisory Committee Member Advisory Committee Member (representing Sarah Allen Susan Smith) Steven Hill Advisory Committee member Diana Martin RL Record LLC **Rick Record RL** Record LLC Nicole DiNovo Human Nature Human Nature Gary Wolnitzek Gary Valentine KYTC - CO Stacee Hans KYTC - D6Glen Kelly Qk4 Lindsay Hoskins Qk4 David Reed Qk4

1. Introductions

David opened by introducing new team members (Lindsay, Gary, and Nicole), followed by room introductions, and Gary Valentine provided a brief introduction and recap of progress to date.

2. Information Exchange Materials

MEETING MINUTES

- a) The group reviewed information that was exchanged during the month of July; seeking direct input on preferred design parameters for impacted city streets and expand underpass areas.
- b) The three (3) page list of Advisory Committee considerations (compiled by Rick Record) was cross-referenced to the list of agenda items with the plan for discussion to touch on most items listed.
- c) Review of Example Aesthetic Guidelines
 - These represent a good sampling of other project examples, although each a little different
 - Louisville Bridges (Aesthetics and Landscape)
 - I-69 (2nd Street) Henderson very prescriptive down to types of materials used, including landscape plant material and pavement types and scoring patterns.
 - The group will work together collaboratively to develop a similar set of guidelines, specific to this project, and tailored to the needs of the city.

- Further evaluation and comment was requested: What is the Committee's opinion of these documents and this format; is it effective? What did you like or not like? What would you like to see included in this effort?
 - (1) KY 351 (69 project) was intended to be a gateway into downtown Henderson, matched type of lights city already had in place; and a variety of pedestrian crossing options, details and examples of street furnishings were provided.
 - (2) Louisville's document focused more on architectural elements; it was more broad, had different areas/zones; and a specific landscape document was developed to explore the use of native plant material and plant communities.
- d) Review of City Master Plan Documents
 - The group reviewed these three documents as valuable to the project and Aesthetic Guidelines. All documents provide a good background/formula for our use including two specific examples.
 (1) Pile Standard and Aesthetic Guidelines and Aesthetic Guidelines.
 - (1) Pike Street example provides solutions for narrow street and sidewalk corridors.
 - (2) 3rd street recommendations overlap a portion of this project (between Main and Crescent). We would like to confirm that these are still the ideas that you're interested in pursuing, or would you like for them to be modified in some specific way?
 - Bike Trails
 - (1) The group understands that bicycle mobility is a strong goal of the city and the guidelines will incorporate opportunities for bike paths to be included and the bike trail network expanded.
 - (2) The group looked at route options transposed from City's plan, which has a lot of east/west movement. The group examined ramps and connections with local streets, and the opportunity to connect bike traffic with the River Front Park. The group also discussed options of where and how to introduce bike and pedestrian crossings under the interstate and to the riverfront (on grade or elevated options).
 - (a) 9th Street is currently the safest place to bike from Devou Park due to limited vehicular conflicts.
 - (b) An Art Park is being created on the river side of flood wall at C.W. Bailey Bridge, where preference is to go through levee gates instead of over the levee. A street artist will be developing floodwall murals and the area will be developed into an event space. This Economic Development initiative - inspired by graffiti and display urban art, not permanent art – will be supplemented by food trucks and festival activity.
 - (c) 3rd Street connection is less dangerous due to limited vehicular conflicts. Still need walkability improvements for 4th and 5th Streets.
 - (d) The IRS site is focusing on walkability and is a pedestrian friendly plan; 3rd Street will be reestablished from Madison Avenue to Johnson.
 - (e) Does 3rd or 4th have enough width to add tree wells? Group will investigate.
 - (f) 4th Street will have to be reconstructed completely with traffic calming measures, and complete street features.
 - (g) Gateway opportunities were discussed, where work is ongoing at 4th and Main.
 - (3) New patterns for I-71/I-75 were discussed, with the overall goal of separating through traffic (express system) and local traffic trying to exit/enter the system (collector-distributor systems) networks.
 - (a) Existing bridge will only serve local system.
 - (b) New bridge will serve through traffic.
 - (c) Local restaurants are concerned with how that will impact them for instance, how will drivers be informed to get off at 12th to get on local system?
 - (d) Collector/Distributor system needs to be attractive, free flowing,
 - (e) Concern for noise increase due to expanded interstate footprint and mass.
 - (f) KYTC has hired UK to do research for quiet pavement; FHWA doesn't recognize pavement as a form of mitigation, but it is being investigated.

- Goebel Park
 - (1) Master Plan identified a number of features and amenities. The park will be impacted and may drive the need for significant improvements to be considered. The group agreed this is an opportunity to explore improvements recommended from this study and find new use patterns.
 - (2) Roadway designers are exploring options to lower Jillians/Simon Kenton Way down to surface level to allow the reconstructed combined sewer to be located under the surface street.
 - (3) The group recommended the development of a new conceptual masterplan for Goebel Park, to allow implementation of initial improvements and a coordinated plan for the city to implement future improvements.

3. Current Design, Disturb Limits and Impacts

- a) Design Overview
 - Sampled cross-section illustrations provide examples of how landscaping can be provided along both sides, but ultimately these buffer plantings are subject to design preferences of the advisory group.
 - Impacted Street Corridors
 - (1) The group would like to extend 3rd, 4th and 5th Street streetscape recommendations east to Main Street.
 - (2) The streetscape recommendations should examine capacity, movement, conflict points with bikes/pedestrians, and not just aesthetics.
 - (3) 12th Street is already connected and improved; although, it would be good to explore bike lanes on both north and south sides.
 - (4) Pike Street should be extended to Main if possible and extended west to the St. Johns School crossing.
 - (5) 9th Street treatments should explore bike connectivity.
 - Tree Canopy Impacts
 - (1) Current city canopy guidelines were reviewed, and more detailed information will be provided on restoration areas/numbers.
 - (2) The group noted hillside stabilization concerns from clearing all the trees at Goebels Park. (Gary Valentine will follow-up with Geotechnical team members.)
 - (3) Solutions in this hillside area should acknowledge the new townhomes constructed along Crescent.

4. Preferred Design Parameters

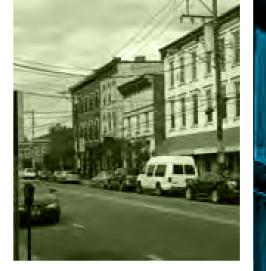
- a) Existing and Proposed Corridor Dimensions
 - Concern for proximity of the new Jillians Corridor in relation to residences and pool.
 - The design of underpass areas is critically important what does the "Greenbook" offer in the way of design guidelines?
 - (1) Vehicular and pedestrian lighting will be important within underpass areas; lighting direction and temperature are important too.
 - All surface cross-street intersections will likely be signalized and actuated. There is concern for children in the areas of all street crossings.
- b) Underpass Conditions and Preferences
 - Parking within the underpass area between Pike and 12th Street is in high demand and should remain.
 - The group was encouraged to think of how this environment will be different than typical streetscape decorative pavement opportunity for murals on abutment walls, decorative fencing between columns were all discussed.
 - The group is interested in the potential for park space in underpass zones. (Sawyer Point Park is an example).
 - (1) City would need to agree to maintain/police area; and the group was concerned if this area would be an attractive area for homeless.

(2) Areas of higher, wider overpasses may be suitable for picnic areas, bike stations or other similar recreation functions.

5. Next Meeting and Preferred Areas of Focus

- a) The designers will develop more detailed plan view concepts and renderings of impacted corridors, typical sections for each of those corridors, rendered in graphical format, including 3-dimensional images of proposed underpass areas.
- b) The September meeting could be moved to the First Financial Bank (6th and Madison) where the 2nd floor is available for public use (Stacee to coordinate with Mayor's office).
- c) If there are any comments following the meeting, please forward those along to Stacee and Gary.

End of Meeting Notes





COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

BRENT SPENCE

BRIDGE CORRIDOR



Lindsay Hoskins Qk4

INTRODUCTION OF NEW TEAM MEMBERS



Gary Wolnitzek Human Nature

COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

BRENT SPENCE



Landscape Design Guidelines and Concepts for the Kennedy Interchange Louisville, Kentucky

August 2006



I-69 ORX KY 351 Streetscape Improvements

I-69 Ohio River Crossing Project – Section 1 Henderson, KY

REVIEW OF EXAMPLE AESTHETIC GUIDELINES









+ Kentucky Transportation Associates

COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

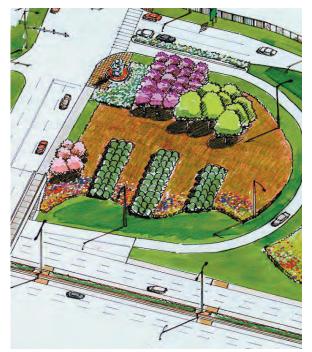
BRENT SPENCE

LOUISVILLE BRIDGES - AESTHETICS AND LANDSCAPE

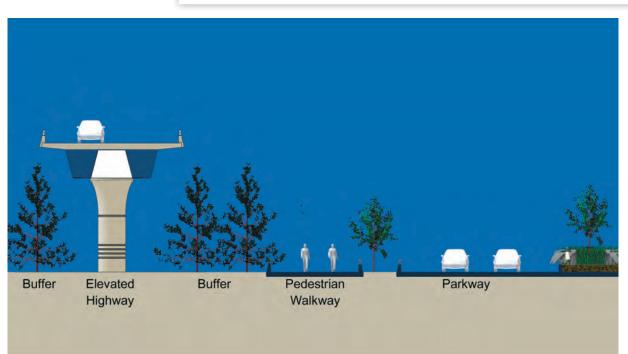


A.4- Extension of Park into Interchange Zone





A.5- Example of Landscape Treatments



A.6- Example of Circulation and Buffer Zones



LOUISVILLE BRIDGES - AESTHETICS AND LANDSCAPE





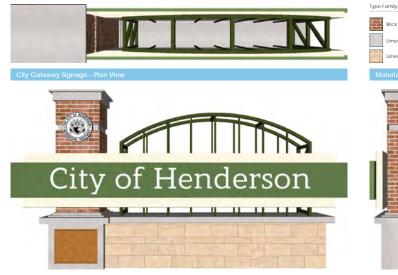
Landscape Design Guidelines and Concepts for the Kennedy Interchange Louisville, Kentucky

August 2006





I-69 - 2ND STREET



8'-0"

8'-0"

URBAN TRAIL







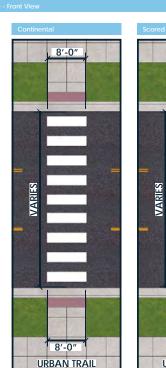
Pedestrian Node - Plan View

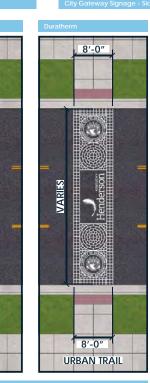


estrian Node - Perspective View



6









REVIEW OF CITY MASTER PLAN DOCUMENTS

COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

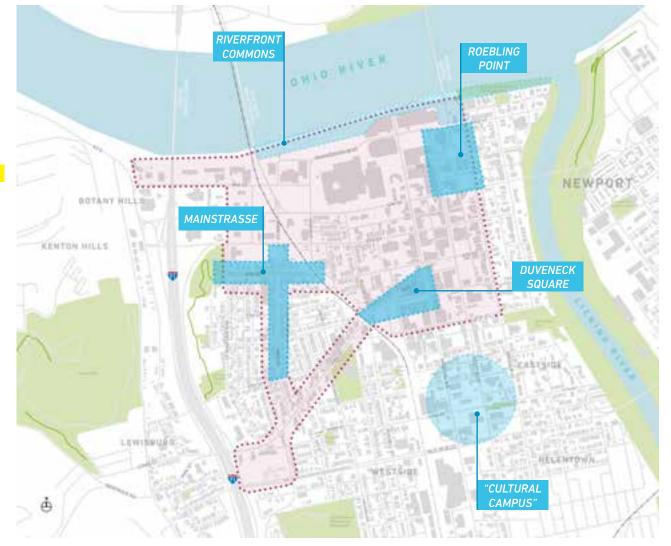
BRENT SPENCE

PURPOSE AND INTENT

The recommendations of this plan are guided by the knowledge and opinions of key stakeholders and city staff from Economic Development, Engineering, Public Works, Historic Preservation, Community Development and Urban Forestry.

The design guidelines contained in Section 3 are intended to achieve the following objectives:

- Build upon the findings and recommendations of prior planning initiatives
- Develop a more cohesive, aesthetically-pleasing, and vibrant downtown streetscape.
- Address the poor condition of sidewalks and lack of compliance with the Americans with Disabilities Act (ADA)
- Develop a more "Complete" street network with a stronger balance between the needs of motorists, transit riders, cyclists and pedestrians.
- Ensure that the unique identity of and sense of place within the Pike Street Corridor, MainStrasse, Roebling Point and Duveneck Square districts are celebrated and maintained within the adopted guidelines.
- Mitigate the impacts of utility infrastructure and include strategies and standards that allow for the incremental deployments of smart technologies such as fiber-optic and WIFI distribution, intelligent street lighting and connected roadway and traffic signal technologies.
- Minimize uncertainty around expectations for the replacement and development of sidewalk and streetscape improvements and bolster significant private-sector investments in Covington's Historic downtown area





INTRODUCTION

This section includes design standards for each of the following categories of the streetscape design including:

Standard Streetscape Elements: The section begins by outlining the City's accepted standards for streetscape design elements such as paving, furnishings, lighting and street trees.

Geometric Layout: Street-specific standards are then categorized by major street corridors (such as Main and Madison) or grouped together based on similar form and function (6th and 8th Streets). Each section includes an existing section diagram of current conditions on the street, followed by a prototypical section of what future improvements should look like.

Sidewalk Standards: Design standards for the public realm along each street include specific dimensions and functions for each component within the public realm. A perspective illustration calls out dimensional standards and an accompanying plan view portrays prototypical patterning and placement of streetscape elements.

Material Palette: Specific materials, furnishings and planting treatments are then listed for each component. Materials that are listed represent the standard for aesthetics and performance. Other materials may be substituted, but they will be required to meet the performance standards of the guidelines listed herein and will be subject to City approval.



VIBRANT STREETSCAPE ACTIVITY ALONG MAIN STREET IN MAINSTRASSE



CITY-WIDE DESIGN STANDARDS

MATERIAL PALETTE



1. Concrete Sidewalk Standard concrete; light buff color Light to medium broom finish, perpendicular to traffic flow Saw-cut joints, no edge marks



2. Container Planters Round or square fiberglass planters, black finish

30″ diameter (or width) minimum size, low-profile

Style to match existing planters along Madison Avenue

Locations to be prioritized near intersection plazas or key pedestrian areas where budget allows.

Alternate: Size & style may vary per district character and agreed maintenance responsibilities amongst adjacent proprietors.



3. Benches

Transitional-style backed steel slat bench with intermediate armrests 6' length, black gloss finish.

Mount to pavement per manufacturer's recommendations Exception:

Maintain existing historical steel benches (if present), such as on 6th Street in George Steiner Park.



4. Trash/ Recycling Receptacles

City standard steel receptacles, pair trash and recycling where demand requires and service is available.

Locate at corner intersection plazas where demand requires, maintain clear pedestrian through-ways in all instances.

Black gloss finish.



5. Decorative Street Light Pedestrian scale decorative street light Duke Energy Deluxe Acorn style luminare LED 50 watt fixture

12' Fluted tapered steel or aluminum pole, black automotive finish

Locate 2' from face of curb.

Exception:

Current Madison Avenue standard is to be replaced over time on a per-block basis with the above.





6. Street Tree Well

Upright deciduous tree, see appendix for approved species.

Locate within sidewalk bump-outs or in amenity zone when sidewalk width meets or exceeds 8'.

Install perennial and ground-cover underplantings.

Alternate: Cast iron tree grates where minimum 4'-0" pedestrian clear zone necessitates use. Center hole must be capable of expansion as tree growth requires.

STREET TREES & LANDSCAPE DESIGN STANDARDS



7. Future Street Tree Plantings

A healthy urban forest is an integral component of an appealing streetscape environment. In addition to ecological benefits, a canopy of trees contributes to the comfort, beauty and walkability of the urban environment and consequently yields tangible social and economic benefits.

While there is tremendous potential to increase the amount of green space along Covington streets and sidewalks, it is important to note that not all streets have sidewalk spaces which are wide enough to accommodate street tree plantings. In these areas the best opportunity to introduce street trees is in front yards, screens and buffers associated with parking areas and private properties.

Future plantings should only be located where space is sufficient and should promote continuity with existing plantings that have not exceeded their useful lifespan. Trees should be located to avoid conflicts with overhead utilities and obstructed views to and from buildings. All trees to be planted within the public rightof-way shall be approved by the City of Covington Urban Forester.



8. Increased Soil Volume for Tree Health

Trees in pavements typically are confined to small areas of soil often lacking in water, nutrients, oxygen and adequate room for proper root growth. Soils under sidewalks are highly compacted to meet engineering standards required to support pavements; therefore, trees in this environment live a stunted and shortened life, generally living only 7-10 years. With better soil conditions, life expectancy can be greatly increased to upwards of 60 years. CU-Structural Soil and Silva Cells are two options that boht support pavements and encourage deep root growth. The investment in soil for a healthy tree is paid back by fulfilling the functions for which it was planted, which may include shade, noise reduction, pollution reduction, wildlife habitat and the creation of civic identity.

Application: Structural soils have been successfully employed for many years and are easily integrated into standard tree well applications. Silva cells are a newer, more expensive technology that shows greater promise for long-term tree health and development and can be utilized in prioritized locations such as festival streets where larger planting areas can occur.





9. Bioretention Planters

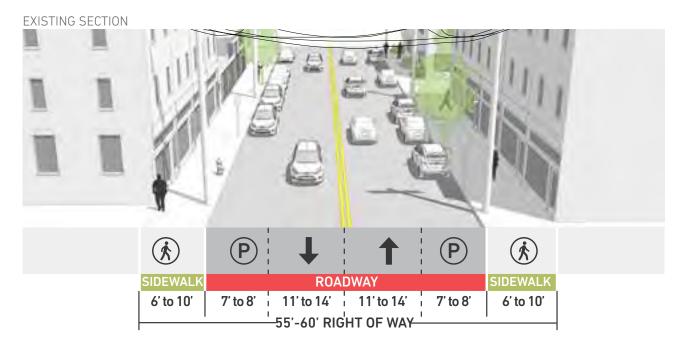
Rain Gardens, Bio-retention Cells and Storm Water Planters utilize a series of landscaped or turf covered catchment areas designed to capture, cool, cleanse and infiltrate stormwater runoff from urban streets. These systems are an effective method of integrating landscaping and stormwater management into the urban area. During rainfall events, stormwater runoff is directed into the catchment area, is allowed to collect, and then infiltrate into the soil. With intense rainfall events, the remaining excess water will either flow back to the street gutter, entering the next downstream catchment in the series, or can be diverted to underground storage chambers. After traveling throughout the entire series, any remaining stormwater is directed to the storm sewer system or directed into swales or stream channels.

Application: Generous Sidewalk widths along Madison, Main, Seventh and potentially Scott & Greenup Streets provide excellent potential for the integration of various types of bioretention and catchment areas.

PIKE STREET OVERVIEW

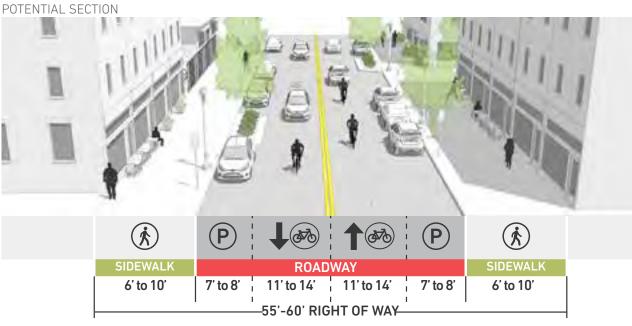
Pike Street features widely varied right-of-way and streetscape configuration extending from I-75 to Madison Avenue. Electric utility service crossings create a cluttered appearance to the street to a much greater extent than distribution poles along the curb. Incremental sidewalk replacement projects should include utility conduits that support the phased elimination of electric service crossings and address non-compliant sidewalk cross-slopes. Future lighting should employ post-top LED fixtures in place of existing cobra-head lighting. Future tree plantings should utilize tree wells with adequate soil volume to support the development of a healthy tree and more substantial canopy. Future improvements in bicycle mobility could include the establishment of sharrow lanes.

Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.





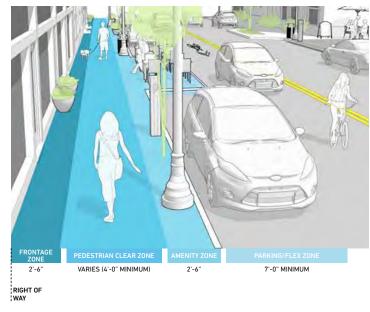
PIKE STREET



BRENT SPENCE

PIKE STREET DESIGN STANDARDS

SIDEWALK STANDARDS



FRONTAGE ZONE

WIDTH - 2'-6" PURPOSE - BUILDING ENTRY FURNISHINGS & AMENITIES - ENTRY STEPS, CONTAINER PLANTINGS, 2-TOP SEATING, SANDWICH BOARDS

PEDESTRIAN CLEAR ZONE

WIDTH - VARIES (4'-0" MINIMUM) PURPOSE - PRIMARY ACCESSIBLE PATHWAY

AMENITY ZONE

WIDTH - 2'-6" PURPOSE - PLACEMENT OF TYPICAL STREETSCAPE INFRASTRUCTURE FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING & SIGNAGE, PARKING METERS, UTILITIES STREET TREES - TREE WELL

PARKING / FLEX ZONE

WIDTH - 7'-0" MINIMUM PURPOSE - ON-STREET PARKING OR CURB EXTENSIONS FURNISHINGS & AMENITIES - OUTDOOR DINING, VALET PICK-UP/ DROP-OFF STREET TREES - TREE WELL

TYPICAL PLAN

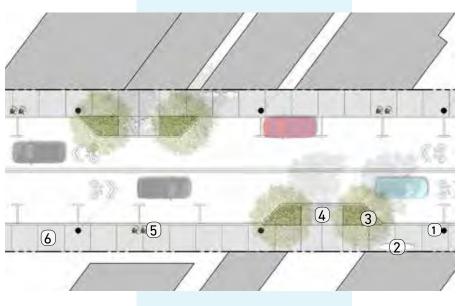
The proposed design standard establishes fixed dimensions for the sidewalk frontage and amenity zones which will provide consistency along the widely varying spaces between the back of curb and storefront sidewalk. Bumpouts should be strategically placed to support retail and dining venues and provide space for any proposed street tree plantings and/or placemaking elements.

The character of site furnishings and placemaking elements should reflect the artfocused "bohemian" aesthetic of the corridor.

1. Decorative Post Lamp

2. Cafe Tables

- 3. Street Tree Well at Bump-Out
- 4. Bump-out
- **5.** Container Planters
- 6. Concrete Sidewalk



MATERIAL PALETTE









Standard Street Elements:

For the following street elements and their use on Pike Street refer to the city standards:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Street Tree Well
- Decorative Street Light
- Container Planters
- Wayfinding Elements

1. Street Character:

Pike Street's historic architecture and unique building geometries provide a great opportunity to promote diversity of materials and a more eclectic, art-centric appearance.

Although sidewalk conditions vary, ample room exists for a vibrant and inviting public realm through attractive storefront signing and displays, container planters, sandwich boards, outdoor seating and tree plantings at bump-outs or select locations.

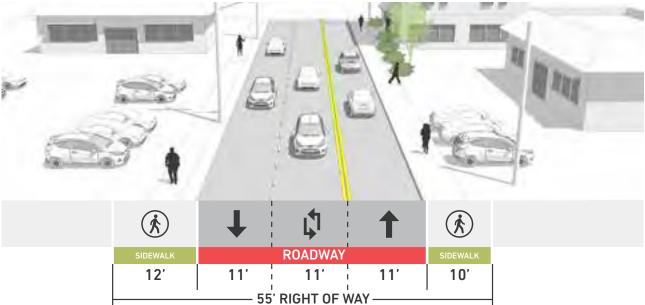


WEST 3RD STREET OVERVIEW

Future improvements to 3rd Street should follow the recommendations of the 2015 meet NKY plan. Future improvements should include parking area buffers, street trees and post-mounted street lighting in order to create a more pedestrian-focused, walkable environment between the City's Riverfront Hotels and Convention Center Area.

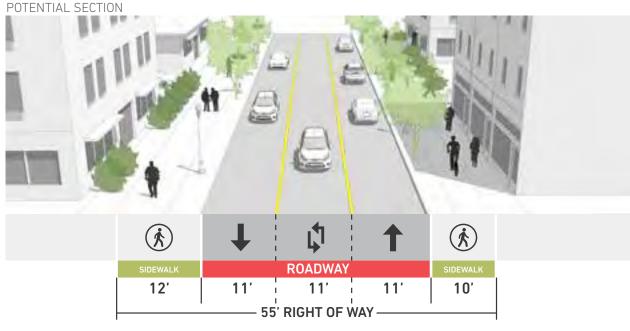
Note: Lane configuration and sidewalk widths may vary slightly from the sections seen at right. These sections are meant to be typical.







3RD STREET



BRENT SPENCE

BRIDGE CORRIDOR

13

WEST 3RD STREET DESIGN STANDARDS

SIDEWALK STANDARDS

WAY

PATHWAY AMENITY ZONE WIDTH - 4'-0"

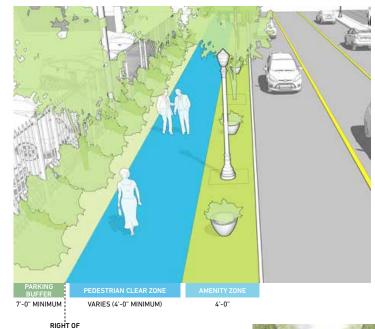
SIGNAGE

PEDESTRIAN CLEAR ZONE WIDTH - VARIES (4'-0" MINIMUM)

STREET TREES - TREE WELL

PURPOSE - BUILDING ENTRY, PRIMARY ACCESSIBLE

PURPOSE - PLACEMENT OF STREETSCAPE ELEMENTS FURNISHINGS & AMENITIES - LIGHT POLES, WAYFINDING &



TYPICAL PLAN

The proposed design standard establishes fixed dimensions for the parking area buffers and amenity zones which can provide consistency along the widely varying sidewalk widths moving east to west.

Landscaping and street tree planting standards should be established at sufficient density to mitigate the impacts of current parking and industrial properties and support the transition of the street's tenanting over time.

- 1. Concrete Sidewalk
- 2. Tree Lawn
- 3. Street Tree
- 4. Decorative Street Light
- 5. Landscape Buffer

MATERIAL PALETTE

Standard Street Elements:

For the following street elements and their use on West 3rd Street refer to the city standards:

- Concrete Sidewalk
- Trash / Recycling Receptacles
- Decorative Street Light
- Container Planters
- Wayfinding Elements



1. Low Density Streetscape

A more suburban style of development with a mixture of buildings and parking lots should provide a continuous tree lawn, pedestrian scale lighting and wayfinding elements.



2. Vehicular Use Area Buffer:

Parking lots and vehicular use area buffers should include evergreen and deciduous plantings that reduce the visual impact of parked cars and provides seasonal interest. See the city's vehicular use area perimeter landscaping, screening and fencing standards, 7'-0" minimum width.



3

•(4)



2

1

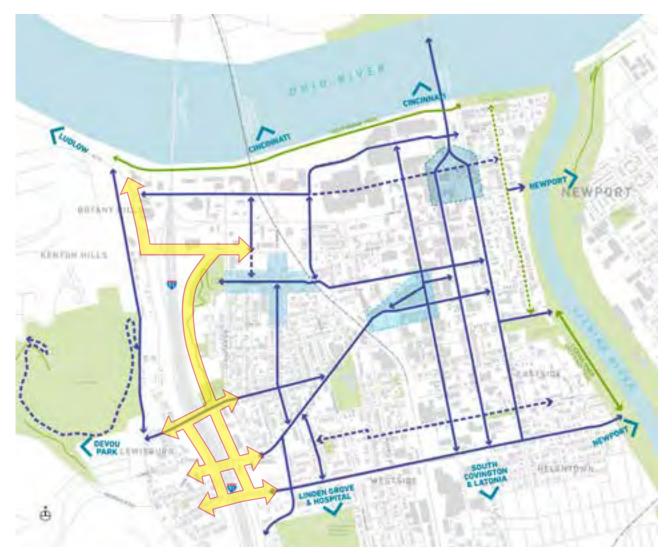
BICYCLE MOBILITY

Over the past decade the level of interest around bike mobility has shown significant growth and now represents a multitude of groups across the Northern Kentucky/ Greater Cincinnati region. Planned and ongoing efforts include Riverfront Commons across the six Northern Kentucky river city communities, the Licking River Greenway Trail, CROWN (Cincinnati Riding or Walking Network), RedBike and Ride the Cov to name a few.

Options for improvements to bicycle mobility in downtown Covington are limited by the widely varied right-of-way and street widths which exist throughout the study area street network. Recognizing that there is not an opportunity for the widening of streets, a combination of safe & proven design solutions will need to be employed to provide continuous and interconnected bike routes.

The map at right identifies bicycle-compatible opportunities across the study area street network. Utilizing data from traffic counts, crash/ accident reports, existing lane configuration and right-ofway measurements, the highlighted routes outline the primary streets on which potential bicycle infrastructure could occur. Precedence was given to routes that connect the three major districts within the downtown study area as well as connections to potential destinations, adjacent communities and existing/ proposed trail networks.

It is important to recognize that the formal designation of bike lanes carries with it the understanding that the responsible agencies encourage and support the designation in promoting safe and accessible passage. More work and discussion with City of Covington Staff and Kentucky Transportation Cabinet (KyTC) must be done during subsequent engineering phases to determine the most appropriate applications for downtown.





BICYCLE MOBILITY



SHARROW LANES



DESIGNATED BIKE LANE



BUFFERED BIKE LANE



MULTI-PURPOSE TRAIL Shared-use trails such as the Indianapolis Cultural Trail (above) are designed for pedestrians and cyclists alike and can drive economic activity along the corridor as they attract a diversity of users.

POTENTIAL BIKE FACILITIES

Sharrow Lanes

Sharrows are short-hand for "shared lane pavement markings" to indicate that motorists and cyclists share the same travel lane. Sharrow lanes are accepted practices for higher volume streets where dedicated bike lanes cannot be used because of demands for on-street parking or the number of travel lanes. Based on analysis of Covington's street network these could potentially be proposed on the following streets: Main, Madison, 6th, 8th, Russell, Washington, Bakewell, Johnson and Pike.

One-way Bike Lanes

While One-way bike lanes are not currently in use in other parts of the city they may provide a viable means of creating a dedicated bike lane that could connect the northern and southern areas of the downtown core. Based on limitations of pavement width, rightof-way, and a current desire to maintain the existing number of travel lanes, Scott and Greenup are strong candidates for one-way, dedicated bike lanes.

Designated Bike Lanes

This type of lane relies on roadway markings to demonstrate the space allocated for a bicyclist. A six-foot wide lane is most desirable, but three-feet is an acceptable minimum width. Designated lanes have been shown to increase cyclist comfort and serve as a visual que to drivers to be on the lookout for cyclists.

Sheltered (Buffered) Bike Lanes

In Sheltered lanes bicyclists are segregated from the vehicular carriageway by a median or other grade-separating device. The model has been used extensively in Europe where it has been successful at promoting bicycle commuting among novice cyclists. More space, typically eight feet, is needed to implement this type of lane, meaning significant changes would need to be planned and accommodated for if their use were to be considered in Covington.



GOEBEL PARK COMPLEX OVERVIEW



FEATURES & AMENITIES

- Two Playgrounds
 - **Goebel Park:** Two Large Structures (Separate Age 2-5 and Age 5-12), Swings (5 Belt, 1 Adaptive, 2 Toddler), Spring Rider, Seesaw
 - Sergeant First Class Jason Bishop Memorial Park: Small Play Structure (Age 2-5), Ladder Climber
- Basketball Courts (2)
- Picnic Shelters
- Gazebo
- Swimming Pool
- Walking Path (Paved) 0.8 Miles
- Carroll Chimes Clock Tower
- Goebel Goats (Used for Ground Maintenance)
- Pollinator Garden
- Storage Building

- Grill
- Monuments and Dedication Plaques
- Open Space
- Benches
- Picnic Tables
- Bike Racks
- Portable Toilets
- Trash Receptacles (Some Decorative)
- Parking Lots















PARK ISSUES IDENTIFIED THROUGH SITE ASSESSMENTS AND PUBLIC INPUT

Lack of park and wayfinding signage

Limited accessibility (ADA) & Lack of walkways; Paved access to park amenities is needed; Missing railings on stairs throughout complex

Age and condition of playground equipment, limited play value and not accessible at Sergeant First Class Jason Bishop Memorial Park

Condition of shelters and nearby asphalt slab at Kenny Shields Park - potentially unsafe; Graffiti along wall

Condition of basketball courts at Kenny Shields Park

Obsolete and deteriorating swimming pool; limited or deteriorating recreational options

Condition of drinking fountain

Strong desire for a dog park and a disc golf course

Requests for improved security

PARK IMPROVEMENT RECOMMENDATIONS

Provide wayfinding and trailhead signage at multiple locations to assist visitors in location features; Develop interpretive signage throughout the site (will require a signage plan)

Add paved access to facilities, including ADA walkways/ramps and stairs

Replace playground at SFC Jason Bishop Memorial/Kenny Shields side and include age 2-5 and 5-12 equipment; Improve Clock Tower to make it functional again

Demolish and replace the shelter on the Kenny Shields side in a more visible location; Repave all parking lots and pave the gravel lots (Kenny Shields); Renovate existing shelters near the main playground and add a restroom to promote increased park use for planned events, extended visits

Renovate or replace basketball courts (Kenny Shields)

Consider a sprayground as a long-term replacement of the pool if it becomes unsustainable to operate; Improve existing park trail; Add outdoor fitness equipment; Seek a location for pickleball courts to meet the growing need for these facilities, especially for those age 50+; Develop a neighborhood feature based on the preferences of the nearby residents as determined through neighborhood outreach; Add a food truck pad and support infrastructure for program concessions and revenue; Consider adding permanent outdoor games (Foosball, Ping Pong, Corn Hole) in a central gathering area near seating and the future food truck pad

Add support amenities including drinking fountains with bottle fillers, Wi-Fi hotspots, trees, landscaping, site furnishings, and entrance signage (multiple locations)

Develop a dog park to meet the strong demand for this type of facility in this portion of the city; Add a disc golf course throughout the site, utilizing underutilized areas while avoiding conflict with the other users

Add site/security lighting and cameras



DESIGN OVERVIEW Sampled Cross-Section Illustrations

IMPACTED STREET CORRIDORS 3rd, 4th, 5th, 9th, Pike, 12th, Jullians, Bullock

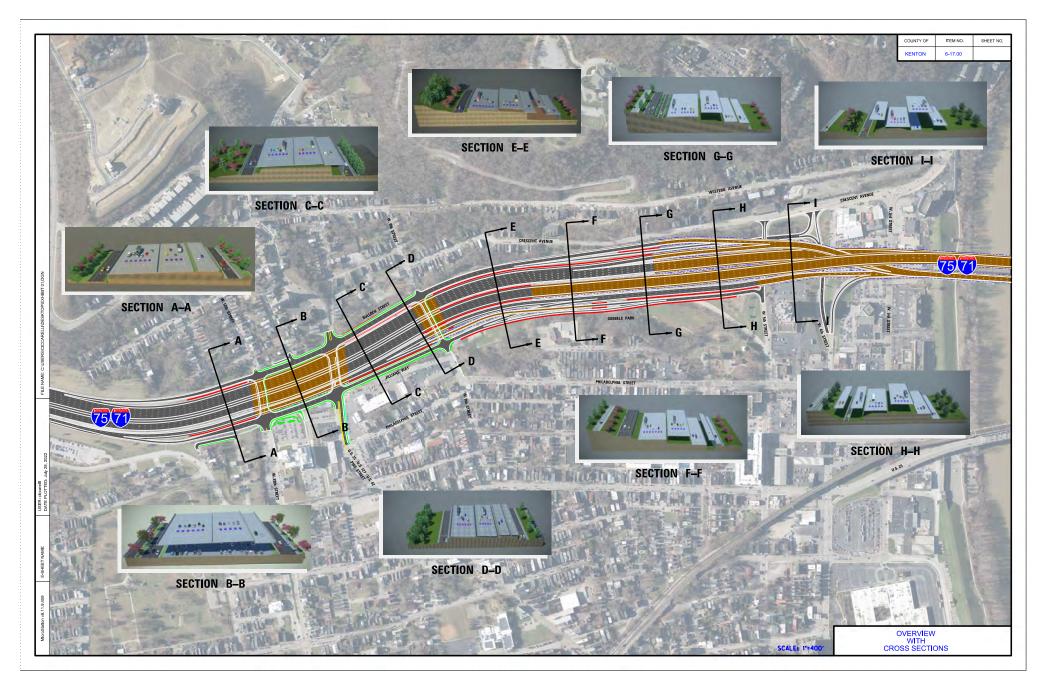
CURRENT DESIGN, DISTURB LIMITS AND IMPACTS

TREE CANOPY IMPACTS

COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

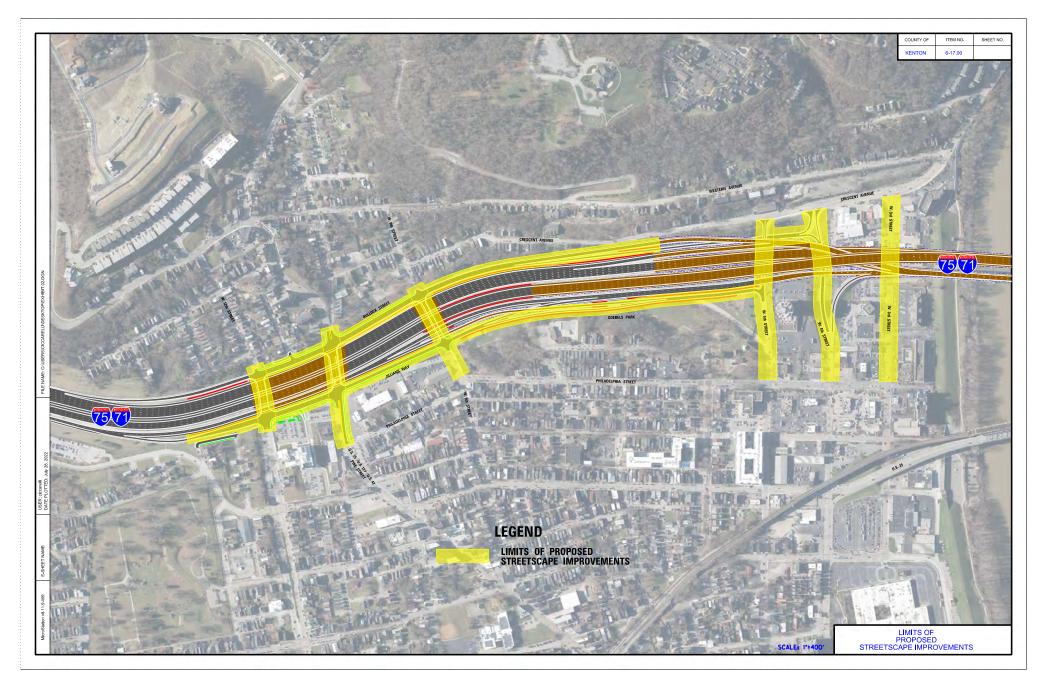
BRENT SPENCE

OVERVIEW WITH CROSS SECTIONS





LIMITS OF PROPOSED STREETSCAPE IMPROVEMENTS

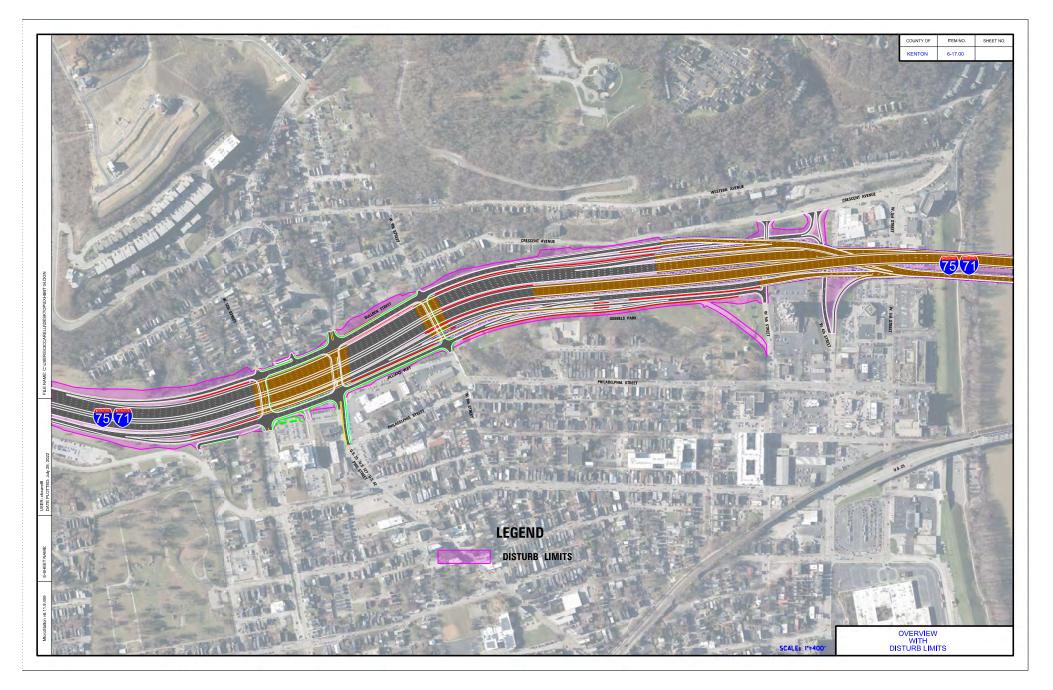




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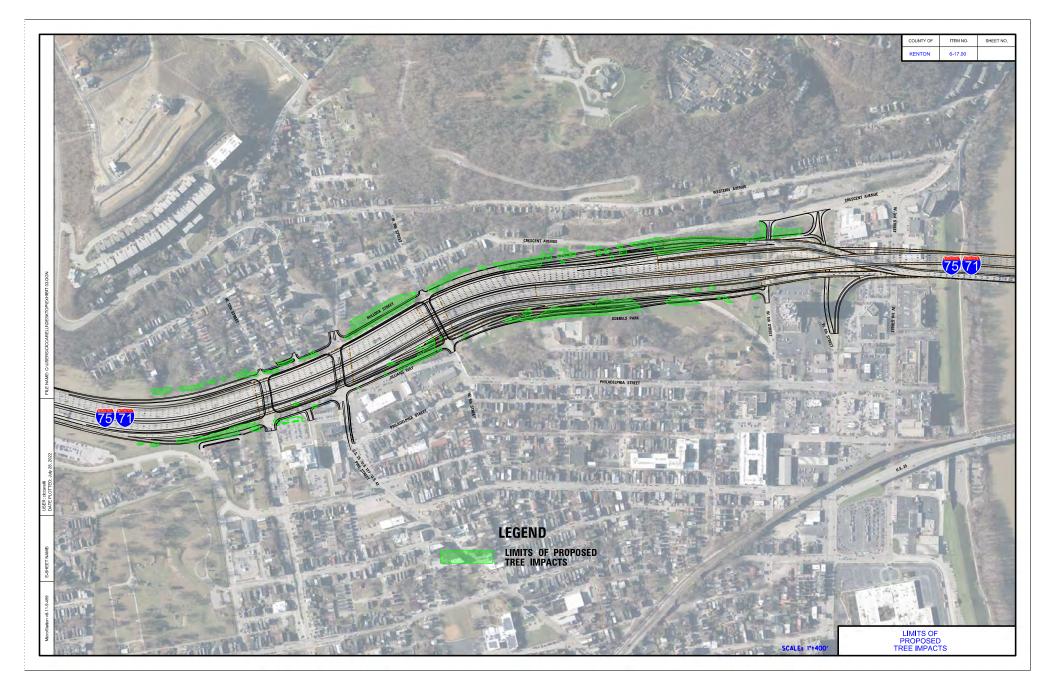
BRIDGE CORRIDOR

OVERVIEW WITH DISTURB LIMITS





LIMITS OF PROPOSED TREE IMPACTS





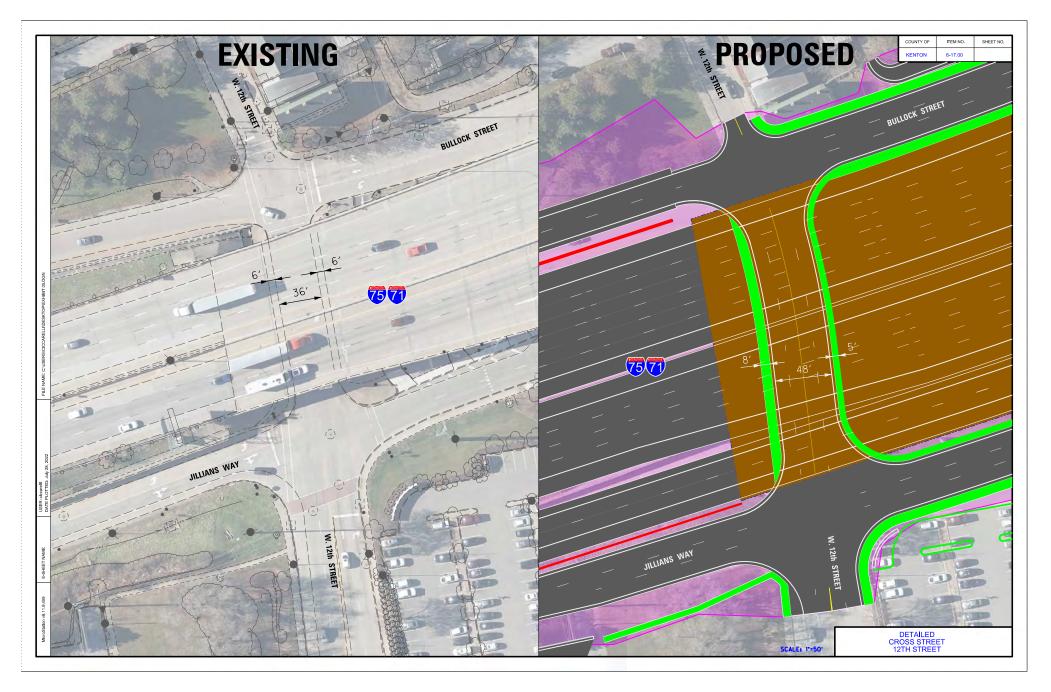
EXISTING AND PROPOSED CORRIDOR DIMENSIONS

PREFERRED DESIGN PARAMETERS

UNDERPASS CONDITIONS AND PREFERENCES

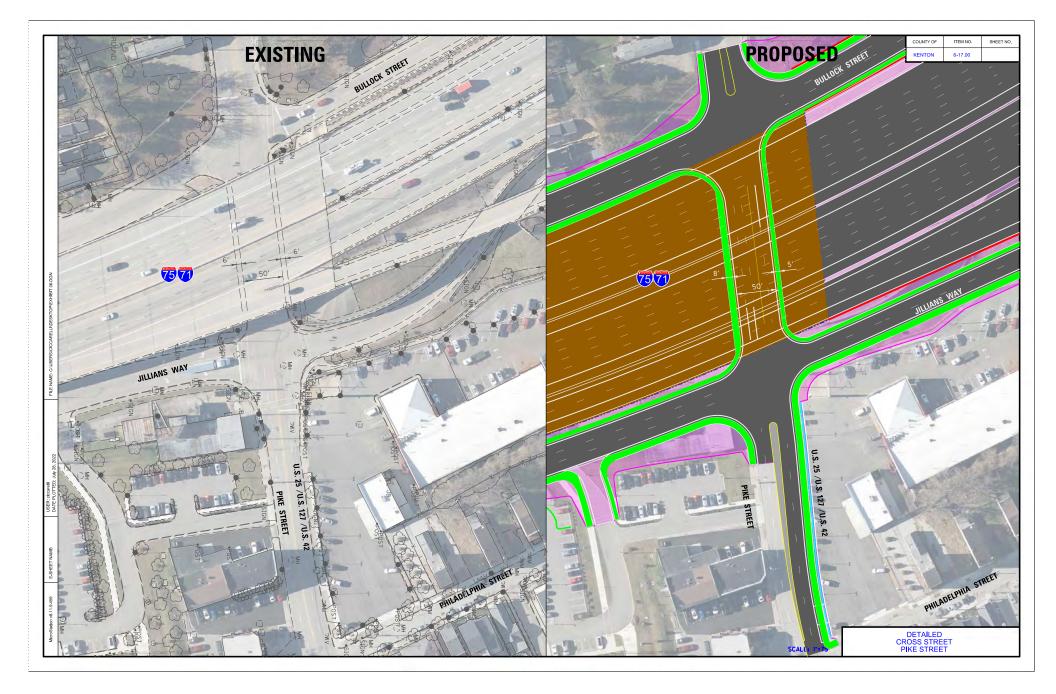
COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

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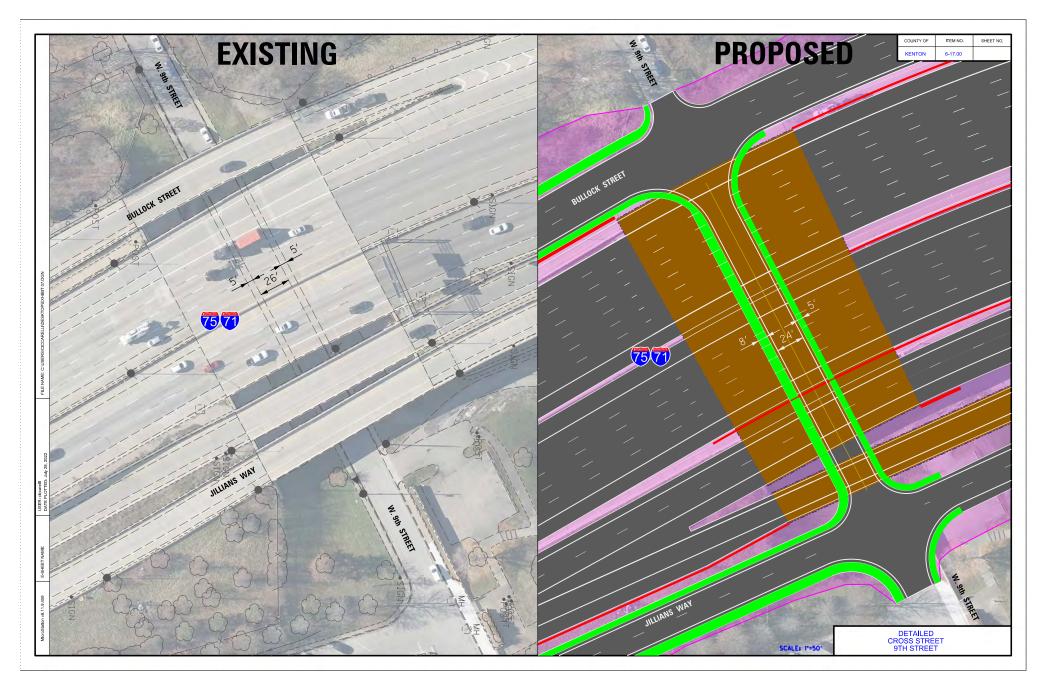




PIKE STREET

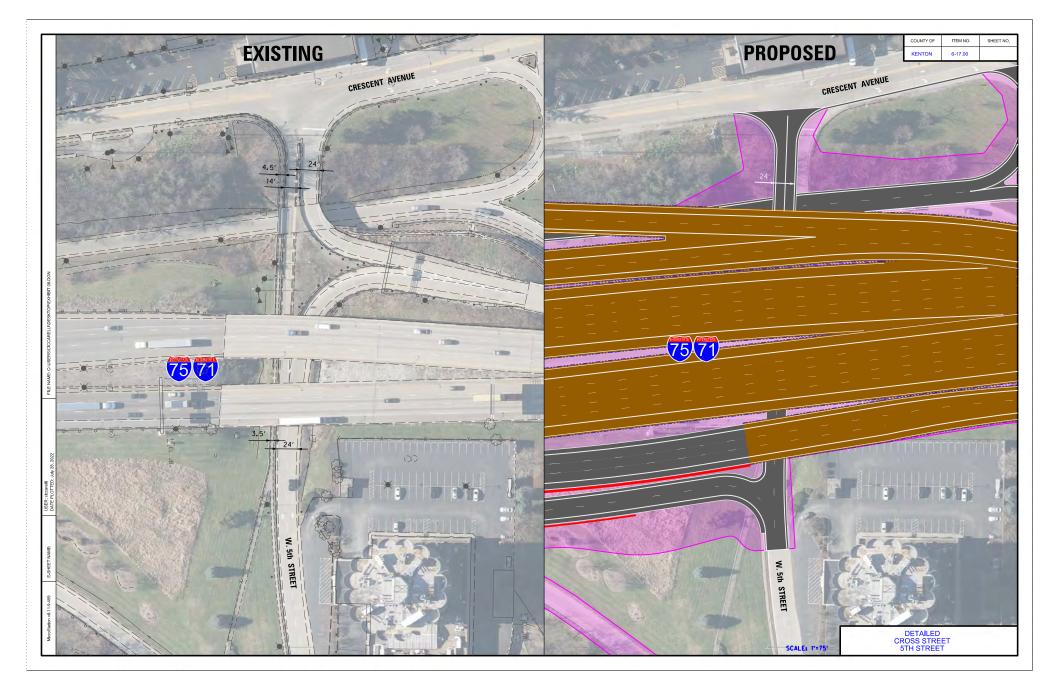






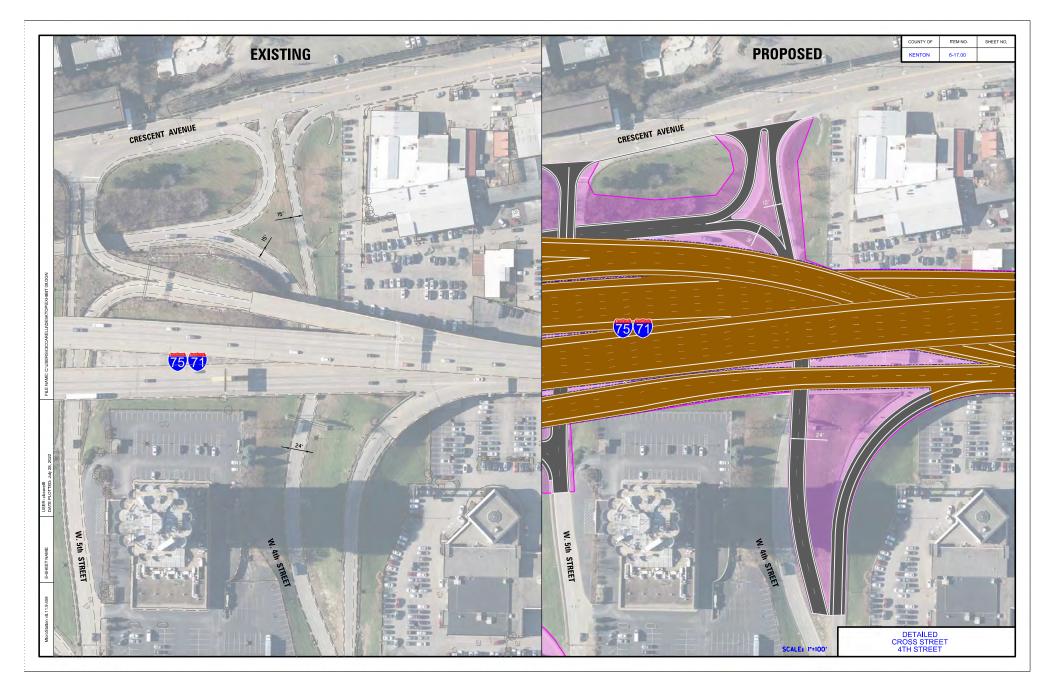
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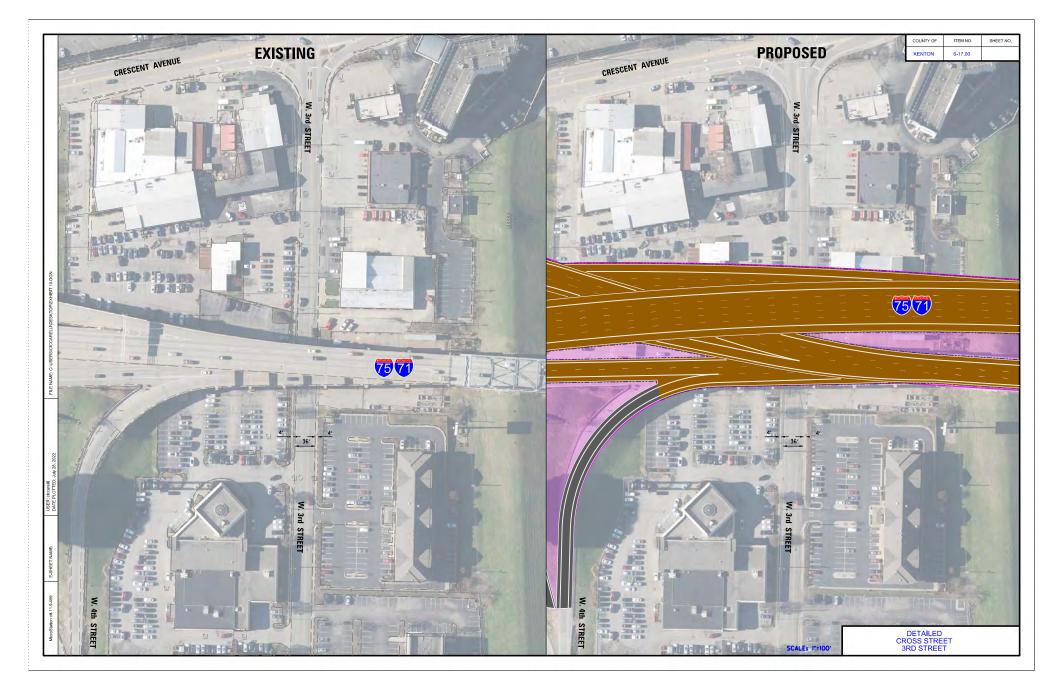
BRENT SPENCE



29



3RD STREET











COVINGTON STREETSCAPE & PUBLIC REALM DESIGN GUIDELINES

NEXT MEETING DAY, DATE

PREFERRED AREAS OF FOCUS HERE • HERE •

BRENT SPENCE

From: rrecord rlrecord.com <<u>rrecord@rlrecord.com</u>>
Sent: Monday, August 22, 2022 9:49 AM
To: Valentine, Gary (KYTC) <<u>gvalentine@ky.gov</u>>
Cc: Hans, Stacee D (KYTC-D06) <<u>Stacee.hans@ky.gov</u>>; Joseph Meyer <<u>jumeyer@covingtonky.gov</u>>
Subject: some follow up from aesthetics committee Covington, and pavement 411 - BSB Corridor Project

CAUTION PDF attachments may contain links to malicious sites. Please contact the COT Service Desk <u>ServiceCorrespondence@ky.gov</u> for any assistance.

Gary,

Attached are some rough notes from a group download session 8/17, as promised in follow up to the August 10 meeting at KYTC. This will give your team some guidance on how the four committee members are thinking.

I should add that one member has since expressed, in addition to the attached, concern for number of lanes and understanding why so many are needed, in particular on C-D/parallel local road elements (...we need to get a solid idea of what is being proposed for the 'connector roads' and how they will impact the two sides of the interstates [meaning number of lanes and overall project footprint/width]...[and] the enormity of the intersections). Just passing this along...

Gary, I heard you mention last meeting that you had asked UK to dig a little on possible pavement design for various mitigation areas, and that is great! Couple years ago, I sat in on a TRB webinar (slides attached FYI) on OGFC function and benefit in high-speed systems. A key slide for the BSB corridor is #20. Among the presenters, afterward I talked with the Austin guys (Hazlett and Barrett) and I know Scott Taylor well from various TRB committees. From an initial emphasis on WQ and water volume dispersion, more work has been done on noise (and now safety) benefits, and somewhere along the line I reviewed a couple research papers on that. All these benefits are quantifiable, within ranges, as performance outcomes. I do have somewhere a collection of articles/papers on PFC/OGFC and will pass them along if I can locate. Also, last time I heard I believe TnDOT was heading toward essentially 100% PFC/OGFC for uniform high-speed systems, for safety and environmental (noise, water) benefits.

Thanks,

Rick R.

Coordination session Covington Aesthetics Committee Members Wednesday August 17, 2022 Farny Room – City of Covington

The group met for a brief period to collect thoughts and reactions from the August 10 meeting at KYTC D6. The idea for today is to compile some consolidated direction that can be provided back to KYTC to keep their work on target and with best use of effort.

Broad reactions/thoughts on overall from August 10:

- The KYTC team had a good command of what the project involves from their view.
- Pool/park area issues were surprising.
- Not clear on how much flexibility there is, how changeable. -
- Height/scale issues not clear so far. -
- Good information but had more questions going away than coming in.
- Not clear on how local/surface streets ideas would actually work.
- The 3D model they are working on should help. -
- No information on emergency response issues or changes.
- -How parallel roadways to local streets would actually work.

A little deeper dive into 3 categories for things heard/presented August 10 (flip chart sheets):

- 1. What works (or might?)
- 2. What does not work?
- 3. What information needs, guestions, ideas?

Group worked through various concepts and parts of project covered August 10 (but not everything came up or was discussed; things that 'stood out' were emphasis for today). Slide deck provided by KYTC from Aug 10 was put up on screen where needed to look at or discuss an item, as well as 'project preliminary exhibits' (7 pages total) showing general configuration relative to community, including though-lanes, local lanes/C-D, and service roads, and access points; KYTC will be sending along requested detailed preliminary plans shown August 10 soon.

What works (or might?)

- 1. 9th-12th bridge rework [existing pier pattern]
- 2. Land back to parks [at 5th Street ramp removal]
- 3. Surface street improvements [extending away from project east and west]
- 4. Multi-modal trails on C/D [roads]
- 5. Opportunities "under" [reuse/better use of land under freeway]

What does not work?

- 1. Park and pool [outcome]
- 2. Height and scale
- 3. "Long" underpasses

What information needs, questions, ideas?

- 1. EMS/response
- 2. 3D picture
- 3. Vibration/noise [especially historic districts/structures; remedy question]
- 4. Do we need 9th to 5th connection [park issues]
 5. Do we connect at 9th at all? [traffic distribution and impacts]
- 6. Clarify access at 5th southbound [proposed]
- 7. Next meeting date?

The National Academies of SCIENCES · ENGINEERING · MEDICINE

TRANSPORTATION RESEARCH BOARD

Open Graded Pavements: A Primer with Emphasis on Water **Quality Benefits**

Thursday, September 19, 2019 2:00-3:30 PM ET

arch Board has met the stand The Transportation Re dards and requirements of the Registered Continuing Education Providers Program Credit earned on completion of this program will be reported to RCEP. A certificate of completion will be issued to participants that have registered and attended the entire session. As such, it does not include content that may be deemed or construed to be an approval or endorsement by RCEP.



Purpose

To describe open graded pavement designs for highways.

Learning Objectives

At the end of this webinar, you will be able to:

- Describe PFC mix design and function
 - Identify water quality benefits of PFC by pollutant of concern
 - Apply PFC for water quality at a transportation agency

Open Graded Pavements: A Primer with Emphasis on Water **Quality Benefits**

Darren Hazlett, P.E. University of Texas at Austin Center for Transportation Research

Permeable Friction Course -**Open Graded Friction Course**

• Types of Pavement

• PFC

Properties
Drawbacks

Benefits

Specifications to insure desired performance
PFC in action

Types of Pavement/Surfaces

•Concrete •Hot Mix Asphalt •Seal Coat







Types of Hot Mix Asphalt Pavement

- Dense Graded
- Open Graded

They have different aggregate gradations.

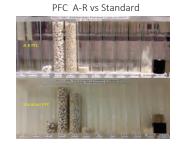


Historical

- Called Plant Mix Seal.
- In Texas, originated in mid to late 1980s.
- The first specifications in the 1990s used: conventional asphalt binders (no polymers, no lime, no fibers, no asphalt-rubber), and • no tests for durability or drain-down.
- The binder drained down and the top of the mix, with little asphalt remaining, raveled off. Performance was bad
- In the 2000's additives and performance tests were introduced which greatly improved performance of these mixtures.

Standard Dense Graded HMA versus PFC



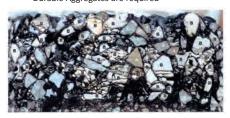


	PG 76 Mixtures		A-R Mixtures		
Sieve Size	Fine	Coarse	Fine	Coarse	Test Procedure
	(PFC-F)	(PFC-C)	(PTCR-F)	(PICR-C)	
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Comparison of State Mix Gradations

Sieve Sizes	Caltrans ½ inch Max	NCDOT OGFC	TxDOT A-R Mix
3/4"	100	100	100
1/2"	95-100	100	95-100
3/8"	78-89	75-100	50-80
No. 4 (3/16")	28-37	25-45	0-8
No. 8	7-18	3-15	0-4
No. 16	0-10	-	-
No. 200	0-3	1-3	0-4

• PFC is Compacted with a Steel Wheel Roller. • Durable Aggregates are required



Porous Friction Course/ Open Graded

- Friction Course
- Type of asphalt pavement
- Used on the surface
- Several sizes
- Mostly a large rock mix
- Rock to Rock Contact
- Need good aggregate durability
- Highly porous

Drawbacks to PFC

- Sacrificial Surface
- Hard to repair damage
- Cannot use in mill-and-fill on conventional HMA.
- Can Clog and lose water draining capacity either by drain down or debris. (Use on higher speed roads can help keep them unclogged) • May not perform well in areas of wet freeze-thaw.
- Requires polymers and additives to prevent drain-down. (cost 1)
- Requires durable, mostly one-size aggregate. (cost 1)
- Consequently Higher cost than regular HMA
 Standard HMA \$74/ton
 PFC \$119/ton
 60% higher cost

Benefits of PFC

- •Higher Friction
- •Lower Noise
- •Reduced Wet Weather Spray
- •Effects on Storm Water Quality

Splash and Spray



Video of Reduced Wet Weather Spray



Effects of a Permeable/Open Graded Friction Course on Highway Runoff

PhD PF

mber 2019

Research Site

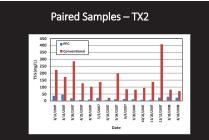


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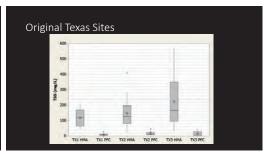
Water	Quality	v at TX1

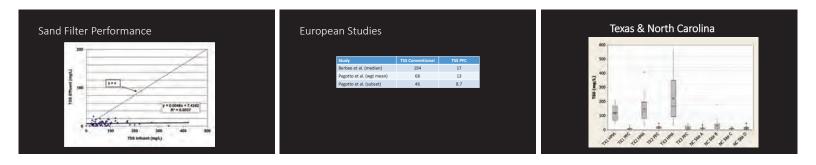
Constituent	Conventional Asphalt	PFC	Reduction %	p-value
TSS	118	8.8	92	0.016
Total P	0.13	0.07	48	0.047
Total Copper	27	13	50	0.010
D. Copper	6	10	-77	0.045
Total Lead	13	1	91	0.025
Total Zinc	167	29	83	0.002
Dissolved Zinc	47	22	53	0.139

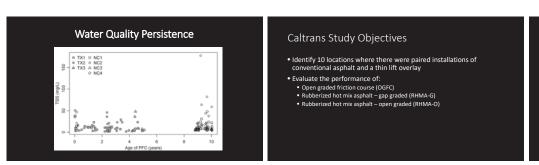


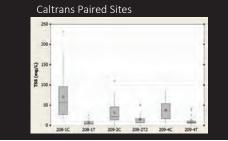


Water Quality at TX2				
Constituent	Conventional Asphait	PFC	Reduction %	p-value
TSS	148	18	88	<0.000
Total P	0.15	0.05	63	0.006
Total Copper	30	13	57	<0.000
D. Copper	6.3	9.0	-44	0.015
Total Lead	11	1.3	88	<0.000
Total Zinc	130	21	84	<0.000
Dissolved Zinc	18	11	40	0.043





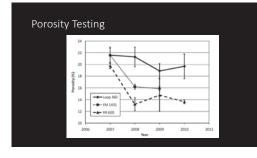




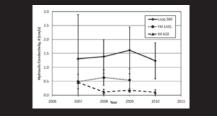




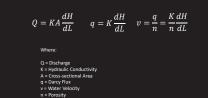




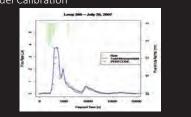
Permeability Testing



Darcy's Law



Model Calibration



Darcy's Law

$$Q = KA \frac{dH}{dL}$$
 $q = K \frac{dH}{dL}$ $v = \frac{q}{n} = \frac{K}{n} \frac{dH}{dL}$

n = 0.15, K = 1.0 cm/s, dH/dL = 0.02

$$v = \frac{1.0}{0.15} \times 0.02 = 0.13 cm/s = 16 ft/hr$$

PFC/OGFC Summary

- Runoff from PFC/OGFC is much cleaner than that from conventional pavement and comparable to the discharge from other approved BMPs
- Will treat at least 450 inches of rain without maintenance
 Provides treatment at all rainfall intensities
- Ideal method to retrofit existing highways for water quality



This is a Highway Specific BMP

- Raveling
 Sharp cornering
 Rapid acceleration/braking
- Clogging
- Occurs very rapidly on urban streets
 Prevented by high speed traffic
- Use Limited to Highways with Speed Limits not less than 50 mph

Today's Participants

- Scott Taylor, Michael Baker International, staylor@mbakerintl.com
- Michael Barrett, University of Texas, Austin, mbarrett@mail.utexas.edu
- Darren Hazlett, University of Texas, Austin, darren.hazlett@austin.utexas.edu

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- Networking opportunities
 May provide a path to become a Standing Committee
- member • Sponsoring Committees: AFB65, AFK20
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Brent Spence Bridge Corridor Project AAesthetic Design Committee Meeting Summary Month Day, 2022

Under Development