

**APPENDIX E:**  
**AESTHETICS COMMITTEE DECISIONS BROCHURE**



# I-75 Aesthetics

Aesthetic decisions for the I-75 Thru the Valley and the I-75 Mill Creek Expressway projects

The aesthetic decisions for the I-75 Thru the Valley and the I-75 Mill Creek Expressway projects consist of bridges, community identification, noise walls, lighting, landscaping and retaining walls. Final aesthetic decisions were chosen with the assistance of the I-75 Aesthetics Committee, which consisted of local officials and organizations from the I-75 Thru the Valley and the I-75 Mill Creek Expressway Implementation Committees. The aesthetic decisions are listed below.

## Bridges

### Bridge Color.

Consensus: **To be determined**

Once the bridge type (steel or concrete) is determined, a bridge color can be chosen. As bridge designs are completed, ODOT will work with communities in choosing colors for their communities. Sharp contrasts in color will be avoided, while a smooth transition in color along the corridor will be the ultimate goal.

### Bridge Texture.

Consensus: **Rustic Ashlar**



Rustic Ashlar will be used as the bridge texture throughout the corridor and in those areas of the City of Cincinnati which Rustic Ashlar fits into the design of their interstate master plan.

### Bridge Design.

Consensus: **Geometric**



### Bridge Elements.

Consensus: **Texas Rail**



### Bridge Fencing.

Consensus: **Straight Fencing**

## Community Identification

### Community Identification.

Consensus:

### Community Names & Community Seals

Since Texas Rail was chosen, ODOT will work to

place community names where possible (i.e. bridge abutments), though some bridges may not be able to host a community name.



One community seal will be chosen for each community and spaced appropriately along available surfaces (i.e. noise walls, appropriate sized retaining walls, etc.).



## Noise Walls (facing the highway\*)

### Noise Wall Type.

Consensus: **Rustic Ashlar**



\*Property side of noise walls to be determined at separate meetings with affected property owners.

### Noise Wall Color.

Consensus: **To be determined**

Once the bridge type (steel or concrete) and bridge color are determined, a noise wall color can be chosen. ODOT will work with communities in choosing a smooth-transition of noise wall color, along the corridor, in order to avoid sharp contrasts.

### Landscaping along Noise Walls.

Consensus: **Yes**

Landscaping along noise walls can be planted and maintained by local entities if an agreement is made with ODOT.



## Lighting

### Lighting Type

(At Systems Interchanges i.e. I-74, Norwood Lateral and SR 126).

Consensus:

**High Mast Lighting**



Lighting Type (In-between Interchanges and at non-systems interchanges).

Consensus:

**South of I-74/I-75:  
Cobra Lighting**



**North of I-74/I-75:  
Low Mast Lighting**

*Decorative Lighting on Bridges.*

Consensus: **Yes**

Decorative lighting on bridges can be purchased and maintained by local entities if an agreement is made with ODOT.



## Landscaping

*Landscaping near Interchanges.*

Consensus: **Yes**

Landscaping of interchanges can be purchased and maintained by local entities if an agreement is made with ODOT. ODOT will work with communities to provide grading and areas for landscaping.

*Planting trees near the Interstate.*

Consensus: **Yes**

Trees near the interstate can be planted and maintained by local entities if an agreement is made with ODOT and all safety requirements are met.

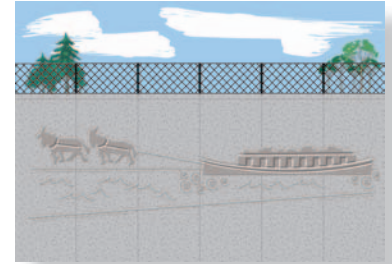


## Retaining Walls

*Retaining Walls.*

Consensus:

**Lockland Split  
Retaining Walls:  
Canal Scene**



**Other Retaining  
Walls:  
Rustic Ashlar with  
community seals**



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