



Overview

FWW in Progress

Detour

Wide Vehicle Ban

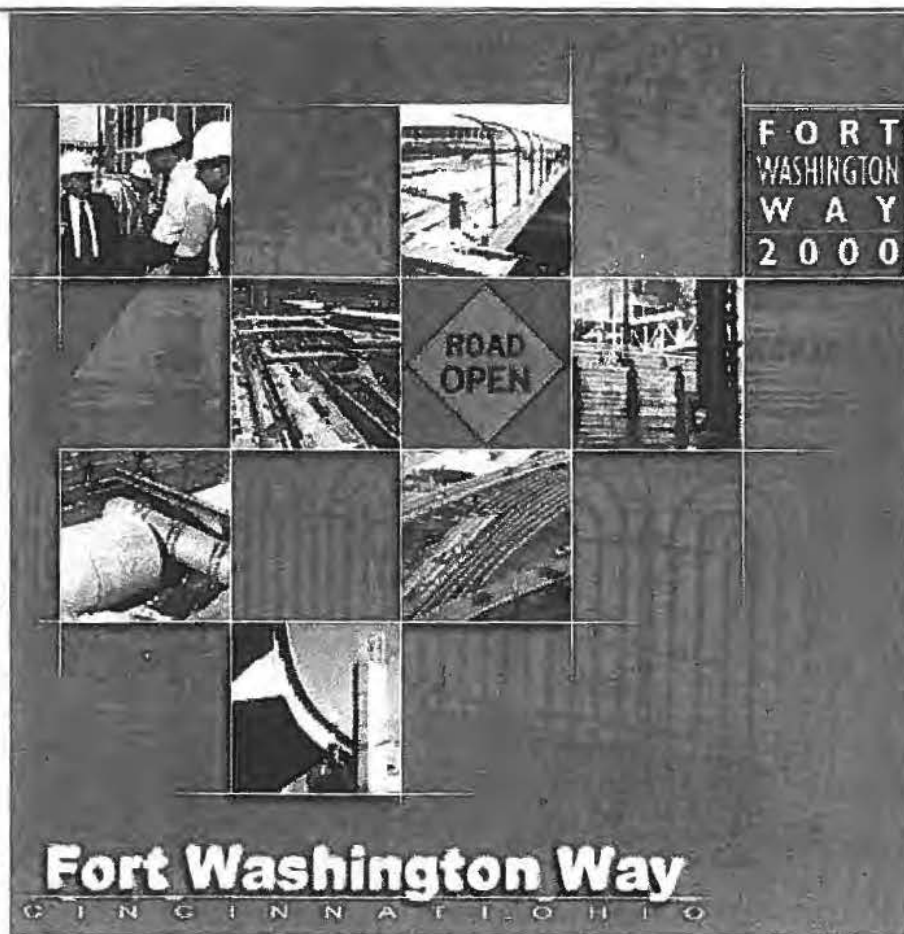
Contract Bids

Newsroom

Teamwork

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BID NOTICE

Plans are currently available for the re-bid of Fort Washington Way - Contract 22B (Riverfront Transit Center). Bids are due on April 10 at noon.

Bids for the following packages will be received: General Construction, Building Work, Mechanical, Plumbing, Elevators and Fire Protection.

Plans are available through the City of Cincinnati Purchasing Office - 513/352-3209.

General information can be obtained by contacting Jeff Wallace, of Parsons Brinckerhoff, at 513/639-2166.

DA61

162

Modernisation de la rue Notre-Dame à Montréal
par le ministère des Transports

AUD6211 06 057

Montréal



1956



1963



1996

Overview

Fort Washington Way 2000

Constructed in the early 1960s, Fort Washington Way is one of a few major highway connections bridging downtown Cincinnati's east and west sides. When it opened, Fort Washington Way could safely accommodate 90,000 vehicles per day. As downtown businesses and entertainment venues began to grow and flourish, so too did traffic in and out of the city.

Up until July 1998, this major downtown artery was exceeding its original construction limit by supporting more than 120,000 vehicles each day. Heavy traffic congestion, dangerous weaves from nearby interstate off-ramps and pedestrian safety were quickly becoming problems during rush hour and times of special downtown events.

Fort Washington Way reconstruction began in 1995 when the City of Cincinnati asked the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) to provide a solution. The reconstruction of Fort Washington Way became a sub-study of the OKI I-71 Corridor Transportation Study.

In January 1997, OKI produced a plan for the revamping of Fort Washington Way, and the City approved two months later. Parts of Fort Washington Way have gone from concept to design and into construction in a short amount of time.



Features of FWW 2000 include:

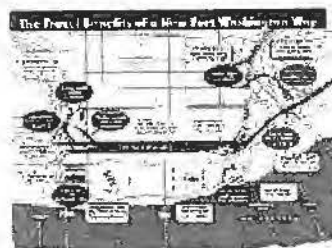
- Increased number of lanes, while reducing the overall width of the highway;
- Eight lanes of through, direct traffic for I-71 and U.S. Route 50;
- A new Second Street and renovated Third Street as grand boulevard entrances into downtown Cincinnati;



- Safer access ramps into downtown;
- Safety for pedestrian access to, through and around the Fort Washington Way area;
- Reclamation of 250 to 300 feet of the current Fort Washington Way between Elm and Sycamore streets, making this land available for new development; and
- Flexibility for development south of the new Fort Washington Way.

TRAVEL BENEFIT MAP

Features have also been added as the project has progressed, making it even more beneficial to the region. They are representative of how advantageous a project of this size can be with regional cooperation like that on the entire Fort Washington Way 2000 project.



These features include:

- A new intermodal transitway to accommodate parking, buses and future rail transit.
- Combined Sewer Overflow (CSO) system, a new sewage relief system, to dramatically reduce occurrences of combined sewer overflows into the Ohio River.

Project Goals

In August 1998, motorists began to see and feel the first major sign of Fort Washington Way reconstruction as traffic was reduced to two lanes in each direction and exit ramps were closed.

With new access points into downtown, average daily traffic on Fort Washington Way was reduced significantly. A series of temporary and permanent traffic patterns will continue to be implemented to allow continued progress on the construction of this project. Balancing closures while maintaining access to and from downtown is a necessary part of the Fort Washington Way Reconstruction. Closures are necessary as

modifications to the roadway system progress and to maintain the safety of construction crews, pedestrians, and motorists.

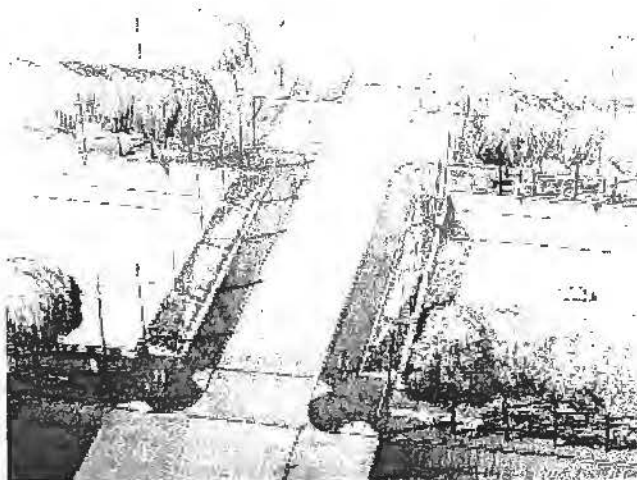
Notification of all detours, closures or changes to traffic patterns will be advertised through the news media and in the detour section of this website.

A new temporary bridge, known as the Roebling Suspension Extension, was completed in May 1999. This bridge is a direct connection between the Roebling Suspension Bridge and Third Street, linking Covington and downtown Cincinnati.

Fort Washington Way westbound (Interstate 71 southbound) traffic will be closed until early October 1999. Interstate 71 southbound traffic through Cincinnati will be directed to take either I-275, or the Norwood Lateral (S.R. 562). Motorists may also take I-471 southbound to I-275 in Kentucky. By August 2000, westbound Columbia Parkway traffic will be reconnected with Fort Washington Way. The westbound Fort Washington Way connection from I-471 will be restored late in 2000.

Also in the year 2000, construction will be completed on a ramp connection between the Clay Wade Bailey Bridge and the new Second Street and between the Taylor-Southgate Bridge and Broadway.

By August 2000, all facets of the Fort Washington Way reconstruction will be completed with eight lanes of new roadway downtown. Direct exits to new boulevard-type Second and Third streets will provide improved access downtown.



Current Construction View



Additional photos are available in the Photo Library.



FWW Mainline



Great American BallPark



Brent Spence Bridge

FWW Mainline Construction in Progress



Brent Spence Bridge
back to camera index

FS Ohio, Inc Sat Apr 7 7:00:00 AM 2001



Great American Ball Park
back to camera index



FWW Mainline View
back to camera index



Fort Washington Way 01/99

January 1999
February 1999
March 1999
April 1999
May 1999
June 1999



PB OHIO, INC.

Fort Washington Way 06/99

January 1999
February 1999
March 1999
April 1999
May 1999
June 1999

Detour

FORT WASHINGTON WAY CONSTRUCTION UPDATE - April 6, 2001

UPDATED ROAD CONSTRUCTION INFORMATION

I-75 SOUTHBOUND CLOSED AT FREEMAN AVENUE OVERNIGHT SATURDAY

I-75 southbound will be closed to all traffic at the Freeman Avenue exit from Midnight until 8:00 a.m. on Sunday, April 8 (overnight Saturday).

This traffic will be directed to use the Freeman Avenue exit and follow Freeman to U.S. 50 eastbound (Sixth Street Viaduct) for re-connection to I-75 southbound.

The Eighth Street entrance ramp to I-75 southbound will also remain open during this closure.

PETE ROSE WAY CLOSED BETWEEN SECOND STREET AND BROADWAY NEXT WEEK

Pete Rose Way will be closed to all traffic between Broadway and the ramp from Second Street on Monday, April 9. This closure will remain in place until approximately 4:00 p.m. on Tuesday, April 17.

Pete Rose Way, east of Broadway will be restricted to one lane in each direction. Traffic on both Broadway and the Taylor-Southgate Bridge will also be reduced to one lane in each direction at this intersection.

Second Street traffic will be directed to use Mehring Way to reach eastbound Pete Rose Way.

This closure is necessary to reconstruct the intersection of Broadway and Pete Rose Way.

It is our intent to keep Cincinnati motorists informed of the constantly changing roadway construction events involved with this complex project. If you have any questions or comments regarding this project, please contact the following:

Construction Information:

Jeff Wallace, Parsons Brinckerhoff
(513) 639-2166

Press Contact:

Debra DeCourcy, Dan Pinger Public Relations
(513) 564-0700

City of Cincinnati:

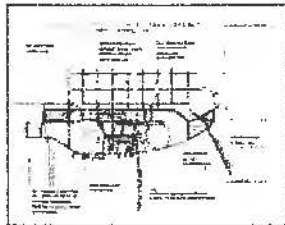
Don Gindling, Construction Manager
(513) 352-1518

John Deatrick, Project Engineer
(513) 352-6232

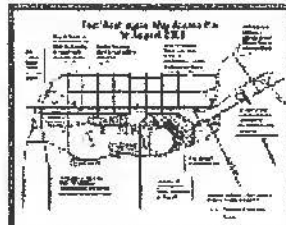
FORT WASHINGTON WAY DETOUR MAPS

Click on each of the maps to view a larger version.

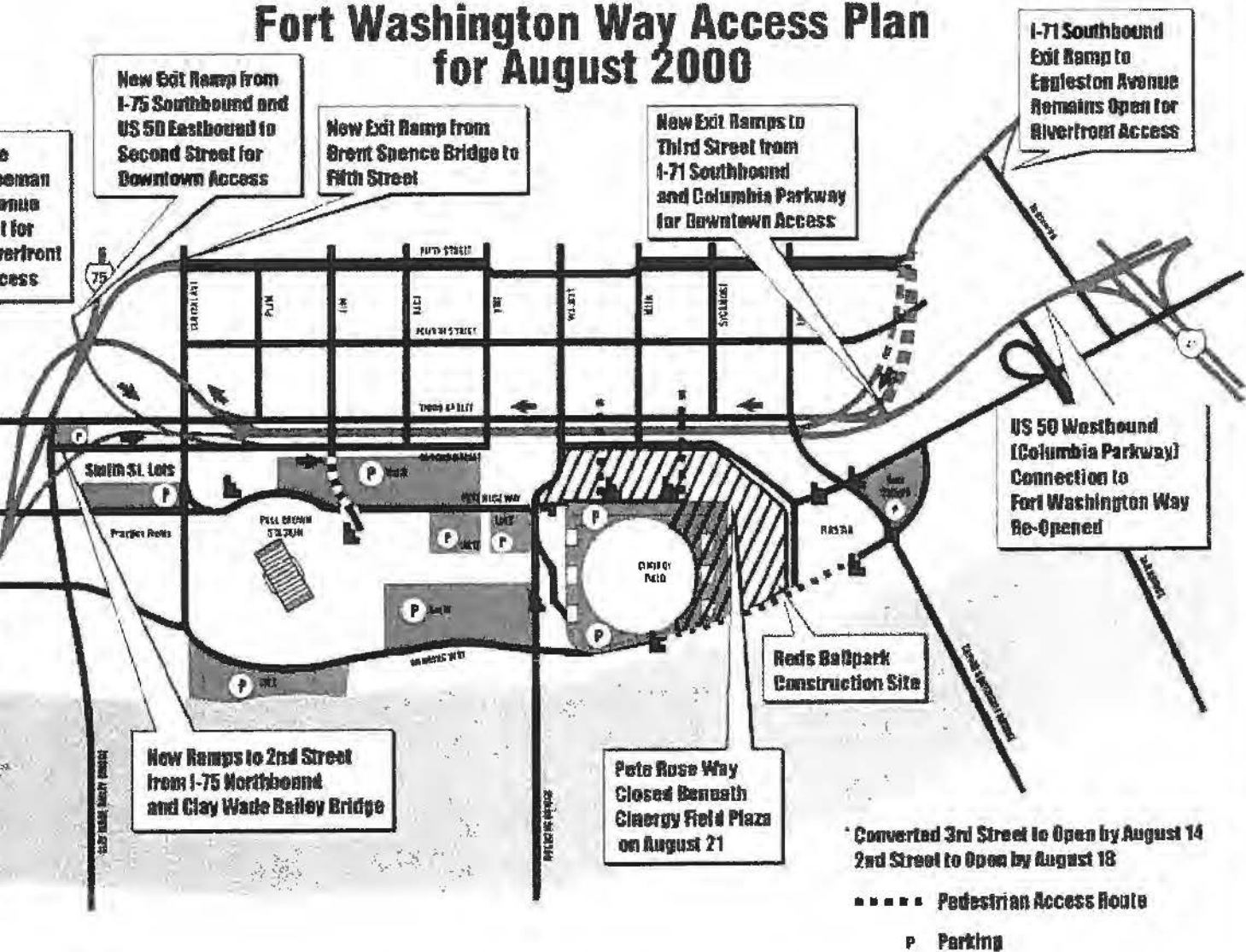
Riverfront Parking and
Pedestrian Access Map
Winter / Spring 2001



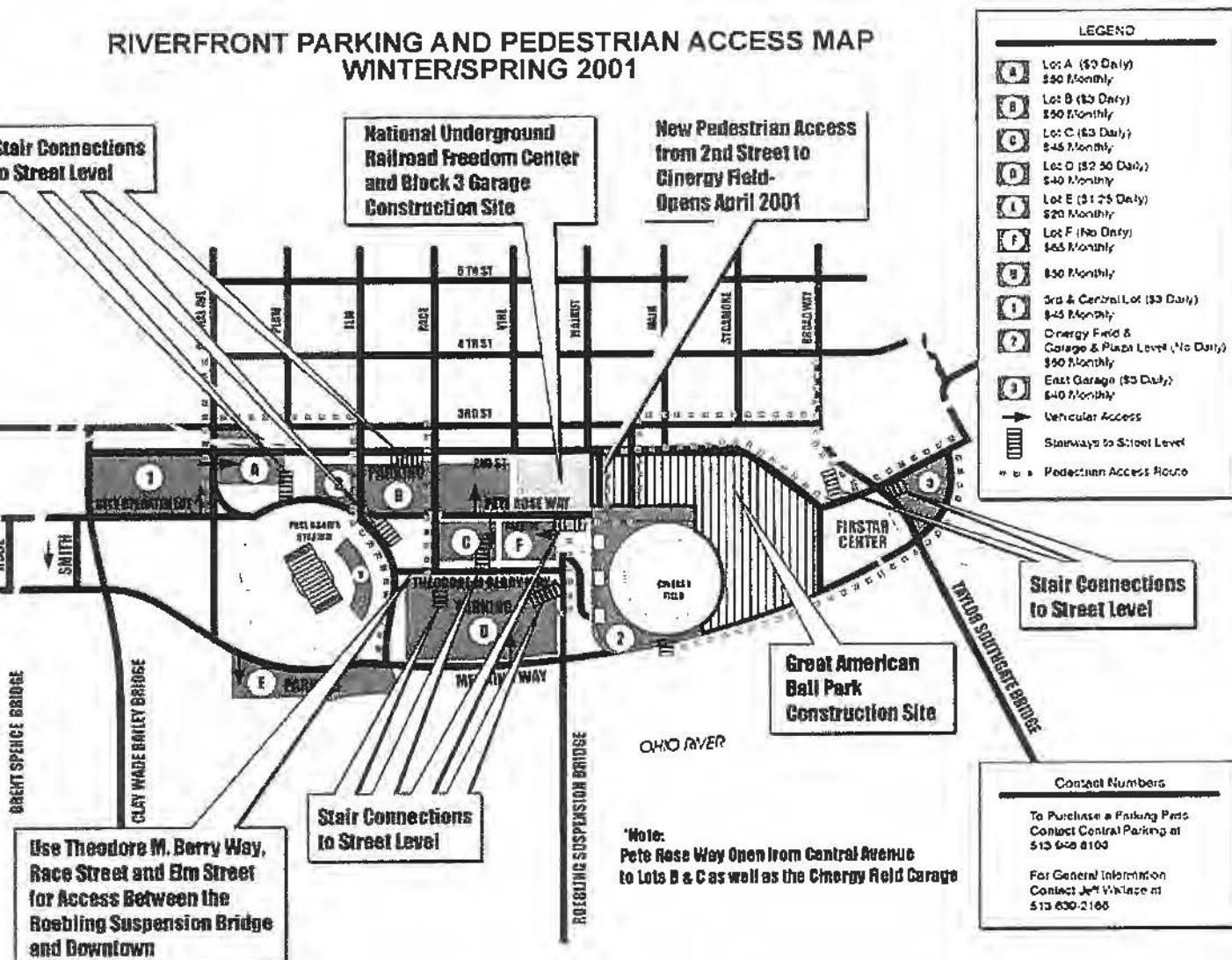
FWW Access Plan
August 2000



Fort Washington Way Access Plan for August 2000



**RIVERFRONT PARKING AND PEDESTRIAN ACCESS MAP
WINTER/SPRING 2001**



Bid Notice

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[K-P General Contractors](#)

[Q-Z General Contractors](#)

[Testing Consultants](#)

[Steel Fabricators](#)

[MBE/DBE Contractors](#)

- Cincinnati Enquirer 02/24/01
- Cincinnati Post 02/22/01
- Cincinnati Enquirer 02/03/01
- Cincinnati Enquirer 02/02/01
- Business Courier 01/26/01
- Cincinnati Enquirer 01/25/01
- Cincinnati Enquirer 01/14/01
- Cincinnati Enquirer 01/14/01
- Cincinnati Enquirer 01/06/01

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Click on the folders below to view past articles and editorials.

- ☐ October, 2000 thru December, 2000
- ☐ July, 2000 thru September, 2000
- ☐ April, 2000 thru June, 2000
- ☐ January, 2000 thru March, 2000
- ☐ October, 1999 thru December, 1999
- ☐ July, 1999 thru September, 1999
- ☐ April, 1999 thru June, 1999
- ☐ January, 1999 thru March, 1999
- ☐ October, 1998 thru December, 1998
- ☐ July, 1998 thru September, 1998
- ☐ April, 1998 thru June, 1998
- ☐ January, 1998 thru March, 1998
- ☐ January, 1997 thru December, 1997
- ☐ January, 1996 thru December, 1996

Team

Regional Cooperation for a Stronger Community



[Click here
for the
on-the-job
photo gallery](#)

Renovating Fort Washington Way by August 2000 presents a tremendous civic and engineering challenge. To meet this goal, the City of Cincinnati has partnered with government agencies, business and civic organizations on an unprecedented scale.

In addition, the City of Cincinnati has contracted with a team of local, regional, national and international firms to provide the technical capabilities to complete the project on time and on budget.

Team Leaders



- [The City of Cincinnati \(Project Management\)](#)
- [Hamilton County](#)
- [The Ohio Department of Transportation](#)
- [The Ohio-Kentucky-Indiana Regional Council of Governments \(OKI\)](#)
- [Federal Highway Administration](#)
- [Parsons Brinckerhoff \(Project Coordination\)](#)

Team Partners

- [ARTIMIS](#)
- [BOMA](#)
- [Cincinnati Bengals](#)
- [Cincinnati Reds](#)
- [City of Covington](#)
- [City of Newport](#)
- [Downtown Cincinnati Inc. \(DCI\)](#)
- [Greater Cincinnati Chamber of Commerce](#)

- o Kentucky Transportation Cabinet
- o National Underground Freedom Center
- o **NAACP**
- o Northern Kentucky Chamber of Commerce
- o Northern Kentucky Convention & Visitor's Bureau
- o SORTA/Metro
- o TANK
- o The Regional Ozone Coalition
- o U S. Housing & Urban Development (HUD)

FORT WASHINGTON WAY SUBCORRIDOR STUDY

MAJOR INVESTMENT STUDY REPORT

Prepared for:

Ohio-Kentucky-Indiana Regional Council of Governments

Prepared by:

Parsons Brinckerhoff Quade & Douglas, Inc.

In Association with:

Balke Engineers

Burgess & Niple, Ltd.

BRW Inc.

Hogan, Nolan & Stites, Inc.

KPMG Peat Marwick LLP

February 1997

S.0 EXECUTIVE SUMMARY

- S.1 [INTRODUCTION](#)
- S.2 [PROBLEM STATEMENT](#)
- S.3 [ALTERNATIVES CONSIDERED](#)
- S.4 [TRAFFIC AND TRANSPORTATION
CONSIDERATIONS](#)
- S.5 [SOCIOECONOMIC AND ENVIRONMENTAL
CONSIDERATIONS](#)
- S.6 [CAPITAL COST ESTIMATES](#)
- S.7 [COMPARATIVE BENEFITS AND COSTS](#)
- S.8 [PUBLIC INVOLVEMENT AND
RECOMMENDATION](#)

S.1 INTRODUCTION

The purpose of this report is to document the Major Investment Study (MIS) work and products prepared during the course of the Fort Washington Way Subcorridor Study. A second purpose is to summarize in a single document, the major elements and analysis of the Fort Washington Way Subcorridor Study in support of a recommended alternative which will be included in subsequent Transportation Improvement Program (TIP) documents.

The analysis of Fort Washington Way was undertaken to focus on solutions for both the transportation and community issues related to Fort Washington Way. The Fort Washington Way Subcorridor Study evaluated the need for and effects (benefits, impacts, and costs) of transportation improvement options. This study provides a basis upon which decision-makers will decide to initiate more detailed studies on preferred alternative.

Fort Washington Way is a subcorridor within the I-71 Corridor Transportation Study MIS. However, the study has been conducted using a separate process from the I-71 Corridor Study, but concurrently with and mindful of the I-71 Corridor Study to allow for timely decisions on both studies. Both studies are being conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the Cincinnati metropolitan area.

S.2 PROBLEM STATEMENT

Fort Washington Way, as a result of the historical development/location, increased travel demands and current roadway standards, presents both transportation and community issues, which need to be addressed.

S.2.1 Transportation Issues

Fort Washington Way does not meet current geometric standards. Specific problem areas are:

- Lack of lane continuity,
- Inadequate weaving distances,
- Inadequate access spacing,
- Access design of left entrances and exits do not meet standards, and
- Inadequate driver decision distance.

All of which compromise safety.

Fort Washington Way no longer serves travel demands because:

- The facility is overly complex. Drivers face too many choices.
- It does not provide well-defined access by motor vehicles, bicycles, and pedestrians to and from Cincinnati CBD, the riverfronts, and the bridges into northern Kentucky that relate to Fort Washington Way (i.e., Central and Roebling Suspension bridges).
- The multiple functions coexisting on Fort Washington Way have compromised its ability to serve the through-traffic function of I-71.
- The Brent Spence Bridge is operating over capacity.
- The Central Bridge is underutilized.
- Interchanges are inadequate.

In addition, the design life of the pavement has been exceeded.

These transportation issues and potential improvements were considered in relation to the I-71 Corridor Transportation Study, as well as coordinated with the Eastern Corridor Study.

S.2.2 Community Issues

The community issues can be summarized as follows:

- Fort Washington Way, as it is currently designed, is a visual and physical barrier between Cincinnati CBD and the riverfront.
- Inadequate motor vehicle, bicycle, and pedestrian access or linkages between Cincinnati CBD and the riverfront are due, in part, to Fort Washington Way.
- Consideration should be given to other transportation modes, particularly mass transit, to serve the full spectrum of community transportation needs.
- Fort Washington Way's location and design constrains the ability to more fully develop the Cincinnati and Kentucky riverfronts.
- Too much land is devoted to transportation in proportion to available land.

S.3 ALTERNATIVES CONSIDERED

Alternative concepts were developed. Through an intensive process, the Fort Washington Way Subcorridor Study Subcommittee and the I-71 Corridor Transportation Study Oversight Committee refined the alternatives. Five alternatives were carried forward for detailed study and evaluation after screening and evaluation. These alternatives are summarized below and described in greater detail in Section 5.0 of this document.

ALTERNATIVE		GENERAL ASSUMPTIONS
1.	No Build	Full depth pavement rehabilitation and safety upgrades.
1A.	Transportation System Management (TSM)	No Build plus TSM Alternative from I-71 Corridor Transportation Study.
2.	Minimum Build	TSM Improvements of Alternative 1A plus relocate Pete Rose Way 150 feet to the north and widening between Race and Main Streets. Fort Washington is maintained as U.S. 50.

3C.	Retain I-71 and U.S. 50 in Narrowed Fort Washington Way	TSM Improvements of Alternative 1A plus relocate Pete Rose Way 250 feet to the north and widening between Race and Main Streets, I-71 and U.S. 50 maintained in Fort Washington Way. Reclaim 100 feet of land.
5.	Retain I-71 and U.S. 50 in Narrowed Fort Washington Way with Expanded Access	TSM Improvements of Alternative 1A plus , I-71 and U.S. 50 maintained in Fort Washington Way, new Second and Third Streets create a one-way couplet pair, improved links to I-471 and U.S. 50 on the east and improved links to I-75 and the Clay Wade Bailey Bridge on the West. Reclaim 200 to 300 feet of land.

S.4 TRAFFIC AND TRANSPORTATION CONSIDERATIONS

Traffic and transportation effects of the various alternatives have been attributed to either regional or local impacts. This assisted in later trade-off analysis and provided for easier evaluation of how each alternative meets specific project goals, purpose and needs. Conclusions drawn from the "Travel Demand Forecasting Final Report" (February 3, 1997) and the "Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997) indicated the following regional and local traffic conclusions.

S.4.1 Regional Impacts

Freeway segment capacity analysis indicates that the traffic impact differences between alternatives on the adjacent regional freeway system are minor ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

S.4.2 Local Area Impacts

Existing Fort Washington Way includes left-side on and off ramps and a major weaving movement caused by US 50 joining I-71 on the left and departing on the right in both directions. The weaving would not change under Alternatives 1, 1A and 2 ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

The weaving analysis for Fort Washington Way corridor shows that Alternatives 1A and 3C would result in unacceptable operations along both directions of Fort Washington Way (I-71/US 50) during both the AM and PM peak hours in 2020. The same levels of operation would occur under Alternative 1 or 2 ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

The weaving analysis of the Fort Washington Way corridor indicates that under Alternative 5 both the eastbound and the westbound segments would operate well (LOS B) for both the AM and PM peak hours in 2020 ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

Freeway segment capacity analysis indicates that Alternative 5 would result in the least congestion within Fort Washington Way. Alternative 3C would result in the highest level of congestion within Fort Washington Way ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

The intersection capacity analysis of the key access locations into downtown Cincinnati shows that the demand volume during the 2020 AM (inbound) peak hour is expected to be significantly higher than the PM (outbound) peak hour ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

The intersection analysis of the 2020 AM peak hour indicates that the Central Avenue/Fifth Street intersection would operate over-capacity under Alternative 5. However, ample reserve capacity should be available for incoming eastbound US 50 and southbound I-75 vehicles via the proposed ramp to Second Street ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997).

Under Alternative 5, the intersection analysis of the 2020 AM peak hour indicates that the Main Street/Third Street intersection would operate over-capacity. However, there would be numerous options for diverting excess traffic away from this intersection ("Cincinnati Fort Washington Way Subcorridor Traffic Operations Analysis" (January 30, 1997)).

S.5 SOCIOECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

There are no significant differences among the build alternatives for environmental impacts. None of the alternatives are expected to result in significant adverse social, economic or environmental impact. No "fatal flaws" in terms of environmental impact have been identified for any of the alternatives. Alternative 5 would displace two small parks adjacent to the south side of Third Street; therefore, subsequent requirements would include completion and approval of a Section 4(f) evaluation.

Alternatives 2, 3C and 5 have potential impacts on historic resources and sites located north of Fort Washington Way and the Roebling Suspension Bridge itself. None of the alternatives would directly impact any of these historic resources, however more detailed study and coordination with the Ohio and Kentucky State Historic Preservation Offices may reveal adverse indirect impacts, such as visual intrusion, that could require avoidance or mitigation.

S.6 CAPITAL COST ESTIMATES

Capital construction cost estimates range from a low of \$26 million to a high of approximately \$96 million. Alternative 5 would have the highest costs due to the most extensive set of optional ramps and land reclamation. Base costs include engineering, administration, construction and equipment purchases as well as contingencies for the primary corridor work under each alternative. Optional additional ramp costs are included for the three build alternatives. Table S-1 provides component and total cost estimates for each alternative.

Table S-1
Summary of the Estimated Capital Costs (1996 Dollars)

Alternative		Base Costs	Optional Ramp Costs	Total Estimated Cost
1	No Build	\$26,000,000	0	\$26,000,000
1A	TSM	\$26,000,000	0	\$26,000,000
2	Minimum Build	\$34,000,000	\$14,416,000	\$48,416,000
3C	Retain I-71 and U.S. 50 in Narrowed Fort Washington Way	\$48,000,000	\$14,416,000	\$62,416,000
5	Narrowed Fort Washington Way with Expanded Access	\$74,400,000	\$21,528,000	\$95,928,000

Source: Balke Engineers, January 1997. Parsons Brinckerhoff Quade & Douglas, Inc., January 1997.

S.7 COMPARATIVE BENEFITS AND COSTS

A trade-off analysis was completed to assess how alternatives meet the stated project goals and meet the project's defined purpose and need. No priority was established among the criteria as none were set by subcommittee. Table S-2 summarizes the trade-offs which are described in more detail in section 7.0 of this report.

Table S-2
Summary of Alternatives Trade-off Analysis

Evaluation Criteria	1. No Build	1A. TSM	2. Minimum Build	3C. Retain I-71 and U.S. 50 in Narrowed Fort Washington Way	5. Narrowed Fort Washington Way, Expand Access
Maintain Safe, Efficient Operation and Capacity					
Freeway Conditions	minor impacts	minor impacts	minor impacts	minor impacts	minor impacts
Regional / Corridor Trips					
Congestion on Fort Washington Way	Intermediate congestion	Intermediate congestion	Intermediate congestion	Greatest congestion	Least congestion
Weaving Analysis	No Change in LOS	No Change in LOS	No Change in LOS	No Change in LOS	Improved LOS eastbound and westbound
Local/Short Distance Trips					
(year 2020) Broadway & Sixth Street	LOS F	LOS F	LOS F	LOS F	LOS F with Alternative capacity at Third St. between Main and Vine Streets.
Fifth Street at Central Avenue	LOS B	LOS B	LOS B	LOS B	LOS F
Improve Access					

To Cincinnati CBD	No Improvement	No Improvement	Loss of access from I-71	Loss of access from I-71	New links at Third, Second, Fifth and Plum Streets
To Riverfronts	No Improvement	No Improvement	Loss of access to I-71	Loss of access to I-71	New links - Broadway to Taylor Southgate Bridge
Transit Connections	No Impact	No Impact	No Impact	No Impact	No Impact
Reclaim Land or Air Rights	Some decking opportunities	Some decking opportunities	Some decking opportunities	Reclaim 100-foot strip. Greater decking opportunities	Reclaim 200-300-foot strip. Greatest decking opportunities
Stage/Phase Construction	Staging/ Phasing possible with Stadium	Staging/ Phasing possible with Stadium	Staging/ Phasing possible with Stadium	Staging/ Phasing possible with Stadium	Staging/ Phasing possible with Stadium

Source: Parsons Brinckerhoff, February 1997

S.8 PUBLIC INVOLVEMENT AND RECOMMENDATION

More than 1000 citizens participated in public workshops, meetings, presentations and events at which the Fort Washington Way Subcorridor Study was been featured. More than 40 print and broadcast news stories appeared on project. A public hearing held on January 30, 1997 resulted in positive comments and stated preferences for Alternative 5.

A presentation of the "Evaluation of Alternatives Report" (Parsons Brinckerhoff, January 1997) and supporting technical documents was made to the Fort Washington Way Subcorridor Study Subcommittee on January 17, 1997. The subcommittee recommended Alternative 5 to the full I-71 Corridor Transportation Study Oversight Committee for environmental documentation and engineering. The I-71 Corridor Transportation Study Oversight Committee concurred with the Alternative 5 recommendation on January 31, 1997.

interests working in collaborative ways," said Fred Craig, project manager for Parsons Brinckerhoff of Ohio, which managed the renovation for the city.

Mr. Deatrack said he relied as much on his engineering background — he was the city's principal engineer before taking this position in November 1999 — as his diplomatic skills in getting the job done.

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