

Section 1 - Kentucky Approach to Downtown Bridge and Kennedy Interchange

<i>EIS Selected Alternative</i>	<i>Modified Alternative</i>
Estimated cost - \$1.5 billion	⇔ Estimated cost - \$0.7 billion
Average travel speed - 50 mph	⇔ Average travel speed - 50 mph
Ramp curves and lane and shoulder widths on roadway and bridges meet today's AASHTO criteria.	⇔ Ramp curves and lane and shoulder widths on roadway and bridges meet today's AASHTO criteria.
Right of Way taking: 92 Parcels - 70 Acres - 38 Relocations	⇔ Right of Way taking: 30 Parcels - 11 Acres - 16 Relocations
43 Contaminated parcels in Right of Way.	⇔ 14 Contaminated parcels in Right of Way.
Requires relocation of major overhead electric transmission line on the south side of the interchange.	⇔ Avoids major electric transmission line on the south side of the interchange.
Provides right side I 65 exits/entrances on I 64.	⇔ Retains current left side I 65 exits/entrances on I 64.
Eliminates current I 64 pump station and provides 500 year flood design (Raises height of interchange).	⇔ Retains I 64 pump station with a 100 year flood design (same as existing - significantly lowers interchange height versus EIS Selected Alternative).
At Ohio Street - Frankfort Avenue - I 71 1) provides I 71 entrance/exit ramps to/from I 71 NB at Frankfort Avenue; 2) Provides direct local access under I 64 to Witherspoon.	⇔ At Ohio Street - Frankfort Avenue - at I 71; same as today - 1) no access to/from I 71 NB from Frankfort Avenue; 2) no new connection under I 64 between Frankfort Avenue and Witherspoon.
Provides Mellwood to Story connection to facilitate I 64 WB exit movement to WB Story (Downtown Louisville).	⇔ I 64 WB exit movement from Mellwood to WB Story (Downtown Louisville) same as today.
Provides additional movements to I 65 from the 2 nd Street entrance ramp.	⇔ Maintains current 2 nd Street access to only I 64 EB and I 71 NB (No new access to I 65).
Reconstructs I 64 Bridge over Great Lawn with additional lanes to better facilitate 3 rd street exit.	⇔ Leaves I 64 bridge over Great Lawn as is. 3 rd Street ramp continues to operate same as today.

Section 2 - Downtown River Bridge

<i>EIS Selected Alternative</i>		<i>Modified Alternative</i>
Estimated construction cost - \$570 million	↔	Estimated construction cost - \$533 million
2003 EIS horizontal and vertical alignments	↔	2003 EIS horizontal and vertical alignments
Bridge Type: Three Tower Cable-Stayed	↔	Bridge Type: Three Tower Cable-Stayed
680-foot Primary Navigational channel	↔	680-foot Primary Navigational channel
462-foot Secondary Navigational channel	↔	462-foot Secondary Navigational channel
Bridge Length of 3,308'-3 ½"	↔	Bridge Length = 3,308'-3 ½"
KY Bridge Span of 200'-0"	↔	KY Bridge Span of 200'-0"
Cable-Stayed Bridge Arrangement: 250' – 750' – 750' – 250'	↔	Cable-Stayed Bridge Arrangement: 250' – 750' – 750' – 250'
IN Bridge Span Arrangement: 250' – 200' – 235' – 240' – 240' – 193'-3 ½"	↔	IN Bridge Span Arrangement: 250' – 200' – 235' – 240' – 240' – 193'-3 ½"
IN Bridge Span Arrangement to JFK Bridge: 210' – 255' – 194'	↔	IN Bridge Span Arrangement to JFK Bridge: 210' – 255' – 194'
Bridge Width of 127'-4"	↔	Bridge Width of 109'-4"
Six 12-foot lanes	↔	Six 12-foot lanes
Two 12-foot shoulders	↔	Two 12-foot shoulders
17-foot Pedestrian Walkway and Bikeway	↔	No Pedestrian Walkway and Bikeway
Tower Heights of approximately 210' and 125'	↔	Tower Heights of approximately 210' and 125'
Steel Tub Girder for KY Approach Spans of new bridge	↔	Steel Plate Girder for KY Approach Spans of new bridge
Steel Tub Girder for IN Approach Spans of new bridge	↔	Steel Plate Girder for IN Approach Spans of new bridge

Section 3 - Indiana Approach to Downtown Bridge

<i>EIS Selected Alternative</i>		<i>Modified Alternative</i>
Estimated cost - \$393 million	⇔	Estimated cost - \$178 million
Complex bridge network for SB access ramps – No weaving required.	⇔	Replace bridge network with collector-distributor roadway system – Weaving required.
SB I-65 and frontage road access over 6 th St. to Court Ave. adjacent to I-65.	⇔	SB I-65 and frontage road access connecting to 6 th St. and Court Ave. west of US 31.
Four lane US 31 over Court Ave. from I-65 to Clark Memorial Bridge.	⇔	Two lane US 31 over Court Ave. from I-65 to Clark Memorial Bridge.
No access to Court Ave. on or off of Clark Memorial Bridge – Access at 6 th St.	⇔	Ramps on and off of Clark Memorial Bridge provided for Court Ave..
Left turn required for SB access to I-65 from WB Court Ave. at signalized intersection.	⇔	Free flow movement for SB access from WB Court Ave. on loop ramp -- similar to current day.
Reconstruct I-65 bridge over 7 th St.	⇔	Eliminate I-65 bridge over 7 th St. – Use access on 6 th St.
NB access from Court Ave. to I-65 over 6 th St.	⇔	NB access from Court Ave. to I-65 with connector street to 6 th St.
No improvement to current Missouri Ave.	⇔	Missouri Ave. incorporated into access connection to Court Ave. and 6 th St.
No direct SB access to I-65 from 6 th St.	⇔	SB ramp connection to I-65 from 6 th St.
Complex flyover bridge for I-65 NB exit to 10 th St	⇔	Eliminate flyover and revise NB exit to 10 th St. similar to existing alignment.
Relocate 10 th St. under I-65 to the south adjacent to railroad spur and 9 th St.	⇔	Reconstruct 10 th St. similar to existing alignment.
Impacts to treatment plant and Park and Ride with 10 th St. relocation.	⇔	Reduced impacts to treatment plant and Park and Ride with alignment similar to current day.
10 th St. merges into a three-lane NB frontage road – Impacts the Clark Memorial Hospital property.	⇔	10 th St. merges into a two-lane NB frontage road – Eliminates impact to Clark Memorial Hospital property.
Total bridge construction is 674,500 sq ft.	⇔	Total bridge construction is 205,500 sq ft.

Section 4 - Kentucky Approach to East End Bridge

<i>EIS Selected Alternative</i>		<i>Modified Alternative</i>
Estimated cost - \$885.2 million	⇔	Estimated cost - \$794.8 million
2003 EIS MOA commitments addressed	⇔	2003 EIS MOA commitments addressed
General 2003 EIS horizontal and vertical alignment	⇔	General 2003 EIS horizontal alignment
Profile to and through tunnel at 2.52% downgrade	⇔	Profile to and through tunnel at 3.35% downgrade (a savings of approximately 500,000 cubic yards of excavation)
Six-lane roadway with full 12' shoulders (three 12' lanes in each direction)	⇔	Four-lane roadway with full 14' shoulders (two 12' lanes in each direction, expandable to six 12' lanes with 4' inside shoulders and full 12' outside shoulders with restriping should the need arise)
Six-lane Harrods Creek and Approach Structures with full 12' shoulders (three 12' lanes in each direction)	⇔	Four-lane Harrods Creek and Approach Structures with full 12' shoulders (two 12' lanes in each direction, expandable to six 12' lanes with 4' inside shoulders and 8' outside shoulders with restriping should the need arise)
Six-lane tunnel with an 8' inside shoulders and 10' outside shoulders (three 12' lanes in each direction)	⇔	Four-lane tunnel with 12' inside shoulders and 4' outside shoulders (two 12' lanes in each direction, expandable to six 12' lanes with 2' inside and outside shoulders should the need arise)
Aesthetic treatments to median barrier, bridge piers and abutments, and retaining, rock facing, and noise wall surfaces	⇔	Aesthetic treatments to median barrier, bridge piers and abutments, and retaining, rock facing, and noise wall surfaces
Utilization of retaining walls and vertical rock cut facing walls to minimize right-of-way impacts through deep cuts	⇔	Elimination of retaining walls and vertical rock cut facing walls where possible to allow for the use of normal rock cuts and remain within the original proposed right-of-way (a savings of approximately 140,000 square feet of wall construction)
109 right-of-way parcels	⇔	109 right-of-way parcels (proposed right-of-way remains the same)
Shared-use Path with three 5' lanes, 2' shoulders, and 17' Approach Structure width	⇔	Shared-use Path with three 5' lanes, 2' shoulders, and 13' Approach Structure width
Roadway and walkway lighting to minimize light trespass	⇔	Roadway and walkway lighting to minimize light trespass
Noise mitigation required and proposed	⇔	Noise mitigation required and proposed
To protect the Wellhead Protection Area the bridge deck and roadway storm water runoff will be collected in a storm sewer system and treated prior to release into Harrods Creek	⇔	To protect the Wellhead Protection Area the bridge deck and roadway storm water runoff will be collected in a storm sewer system and treated prior to release into Harrods Creek

Section 5 - East End River Bridge

<i>EIS Selected Alternative</i>		<i>Modified Alternative</i>
Estimated Cost - \$406 million		Estimated Cost - \$326 million
2003 EIS MOA commitments addressed.	⇔	2003 EIS MOA commitments addressed.
2003 EIS alignment crossing river is used.	⇔	2003 EIS alignment crossing river is used.
Bridge Type: Median Tower Cable-Stayed with Center Cables	⇔	Bridge Type: Median Tower Cable-Stayed with Center Cables
There will be aesthetic treatments to surfaces and other secondary elements.	⇔	There will be aesthetic treatments to surfaces and other secondary elements.
Length of Bridge = 2,510'; 900' Navigation Channel.	⇔	Length of Bridge = 2,510'; 900' Navigation Channel.
Total Width of Bridge = 154.5'	⇔	Total Width of Bridge = 131.5'
Total Width of Walkway/Bikeway = 17'	⇔	Total Width of Walkway/Bikeway = 13'
Six-lanes with full 12' shoulders (three 12' lanes in each direction)	⇔	Four-lanes with 12' shoulders (two 12' lanes in each direction). Can accommodate six- lanes (three 12' lanes in each direction) with 8' outside shoulder and a minimum of 4' inside shoulder with re-striping the bridge.
Bridge Span Arrangement: 225' 6" - 412' - 1235' - 412' - 225' 6"	⇔	Bridge Span Arrangement: 225' - 430' - 1200' - 430' - 225'
Deck opening (129' 6" long x 11' 6" wide) in median on either side of both towers provided for enhanced architecture.	⇔	No deck openings in median.
Due to width of bridge a 915' section of main span superstructure has to be constructed with steel and will require periodic painting.	⇔	Due to reduced width of bridge the entire superstructure can be constructed with concrete eliminating the need for any periodic painting.
The concrete superstructure on either side of each tower must be variable depth, which will require falsework for construction.	⇔	The concrete superstructure on either side of each tower need not be variable depth and will not require falsework for construction.
Top of pile cap of tower foundation is at water level.	⇔	Top of pile cap of tower foundation is 12' below normal pool elevation.
Maximum height of towers to be 300' above normal pool elevation.	⇔	Maximum height of towers to be 300' above normal pool elevation.
Very slight taper in pylon extending above deck. This is for enhanced architecture.	⇔	No taper in pylon extending above deck.
Bridge deck storm water runoff will be collected in a storm sewer system and treated on the Kentucky side of the river.	⇔	Bridge deck storm water runoff will be collected in a storm sewer system and treated on the Kentucky side of the river.

Section 6 - Indiana Approach to East End Bridge

<i>EIS Selected Alternative</i>		<i>Modified Alternative</i>
Estimated cost - \$235 million	⇔	Estimated cost - \$232 million
2003 EIS MOA: Historic Section 106 and environmental commitments addressed.	⇔	2003 EIS MOA: Historic Section 106 and environmental commitments addressed.
2003 EIS alignment is used	⇔	2003 EIS alignment is used: minor horizontal adjustment, within existing R/W limits, to accommodate Section 5 Bridge super elevation transition. Value Engineering Proposals 1 and 6 both called for lowering profile grade .
Six lane roadway with three 12' lanes in each direction; 12' outside shoulders and 4' inside shoulders	⇔	Four lane roadway with two 12' lanes in each direction; 12' outside shoulders and 4' inside shoulders. Expandable to 6 lane roadway with 12' outside shoulders and 4' inside shoulders.
R/W limits: Defined in EIS Process	⇔	R/W limits: Minimal change
Full clover leaf interchange at SR 265 and SR 62 with 14 new bridges	⇔	Diverging Diamond Interchange at SR 265 and SR 62 with only 5 new bridges
Full and free flowing interchange access at Port Road	⇔	Full and free flowing interchange access at Port Road
Old Salem Road Compressed Diamond Interchange	⇔	Old Salem Road Compressed Diamond interchange with Heavy Haul Bridge Capacity
Shared Use Path: 17'-0"	⇔	Shared Use Path: 13'-0"
Lighting: Interchange lighting to be evaluated within 106 commitments on view shed of the Swartz Farm	⇔	Lighting: Interchange lighting to be evaluated within 106 commitments on view shed of the Swartz Farm
Noise: 2003 EIS Traffic Noise Analysis to be performed to determine impact on existing receptors, and to determine need of any sound wall mitigation measure	⇔	Noise: 2011 SEIS Traffic Noise Analysis to be performed to determine impact on existing receptors, and to determine need of any sound wall mitigation measure
Wildlife Crossing: 20'-6" half culvert mounted on 10'-0" pedestal walls	⇔	Wildlife Crossing: 3-span bridge structure being provided
Lentzier Creek Crossings: Three crossing provided, 2 bridges and 1 culvert	⇔	Lentzier Creek Crossing: Three crossings provided, 3 bridges