AAT No. 5 - Tunnel Portal Design Options

The fifth Area Advisory Team Meeting is scheduled for September 1, 2005 from 6:30 pm to 8:30 pm at the Harrods Creek Fire Station on US 42 in Prospect. Planned topics for discussion include possible design options for the tunnel portals as well as an overview of tunnel design, construction, and operations. Results of the polling from the July Section 4 AAT Meeting concerning bridge design options will be presented and discussed. If you have any questions regarding the upcoming AAT Metting, please contact the Section 4 Project Manager, Jerry Leslie, at 859-224-4476 or jleslie@hwlochner.com.

As always, the public is invited to attend Area Advisory Team Meetings and observe the Team at work. If time allows, a general question and answer session is held at the close of the AAT discussion.

Round Hill Tunnel

Tunnel Interior

Maryland Tunnel

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Section 4 Area Advisory Team for the East End Approach

Section 4 AAT Update

July 21st AAT Meeting

The fourth Area Advisory Team Meeting for Section 4 of the Louisville-Southern Indiana Ohio River Bridges Project was held on July 21, 2005 at the Harrods Creek Fire Station on US 42 in Prospect, KY. The following neighborhoods and organizations had representatives in attendance: Bridgepointe, BRAD, the City of Green Spring, the City of Prospect, Harrods Creek Fire Protection District, Metro Council District 16, Metro Council District 17, Metro Planning, Harbor at Harrods Creek, Metro Public Works, Shadow Wood, Wolf Creek, Wolf Pen Preservation, and Wolf Pen Woods.

The meeting topics included possible design options for the bridge over Harrods Creek and River Road, on Wolf Pen Branch Road, and the ramp structure over the freeway. Interactive polling was used to evaluate the responses of the AAT Members to the possible options such as straight deck, haunched, and open spandrel arch bridge designs. Various design options were presented and the members were asked to rate the suitability of each option for the area on a scale of 1 to 10, 1 being not suitable and 10 being most suitable.

Diagrams of Bridge Types

Straight Deck Beam

Haunched

Open Spandrel Arch

Area Advisory Team Members

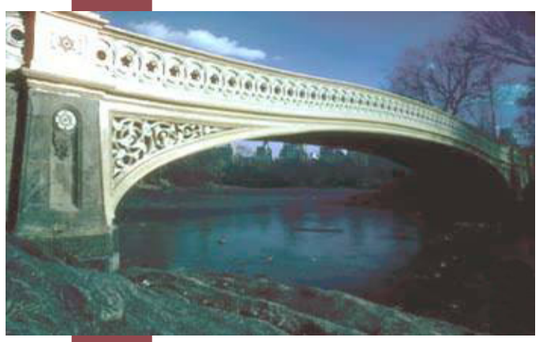
Jim Halvatgis	Bridgepointe
Theresa Stanley	BRAD
Charles Musson	Com to Save Harrods Creek
Mayor William Huff	City of Green Spring
Mayor Lawrence Falk	City of Prospect
Chris Aponte	Harrods Creek Fire Prot. Dist.
Frank Eaves	Kencarla Vista
Melissa Mershon	Metro Dept. of Neighborhoods
David Morris	Metro Development Authority
Councilman Ken Fleming	Metro Government
Councilman Kelly Downard	Metro Government
Councilman Glen Stuckel	Metro Government
Mohammed Nouri	Metro Planning
Mark Adams	Metro Public Works
Henry Mullen	Prospect/Harrods Creek
Kyle Broyles	Shadow Wood
Rev. Robin Jennings	St. Francis in the Fields
Wayne Fulton	Harbor at Harrods Creek
Kay Ackerson	Transylvania Beach
Harold Friedly	Wolf Creek
Alice Gunnison	Wolf Pen Preservation
Gail Kopczynski	Wolf Pen Woods

Rating Results

Design Options

Several of the design options that rated highest are shown on these two pages of this bulletin. The options will be further evaluated in coordination with the results from the previous AAT Meetings concerning large fills, barriers, and retaining walls to develop a design that is functional, aesthetically pleasing, and fits well with the character of the area.

"Creek Stone"



Arched bridge designs such as the three on the left generally rated favorably with the AAT Members. As with the previously presented wall designs, a "creek stone" or more natural-looking facade rated higher. In areas where sound walls are necessary on bridges, design options from wall and bridge concept meetings will be designed to work together to serve dual purposes of sound abatement and aesthetics.

Several AAT Members spoke against using the typical "cookie cutter" bridge designs seen on many interstate roadways. The character of the surrounding area is unique and calls for more unique bridges and walls. Existing free-standing and retaining walls with a "creek stone" facade are located throughout the area.

The haunched deck beam image of River Road shown on the right was compared to the straight deck beam and the open spandrel arch designs. The haunched and open spandrel arch generally scored higher than the straight deck beam design sketches.

River Road

Shown on the right is a sketch of Wolf Pen Branch Road. This sketch of sidewalks behind a barrier curb was compared to similar sketches, one showing a splitter island for traffic calming with sidewalks and buffer area and one with turf shoulders only. The sketch shown rated the highest of the three presented. The final design of Wolf Pen Branch Road will also be coordinated with the Wolf Pen Branch Road Neighborhood Plan currently under development.

Wolf Pen Branch Road

The last sketch on the right is a roadway view showing the proposed US 42 northbound exit ramp to the half diamond interchange.

This favored sketch of creek stone textured fascia was compared to two others, one showing weathering steel I-girders and the other painted steel box girders.

US 42 Exit Ramp