



**THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT
SECTIONS 2 & 5, THE DOWNTOWN AND EAST END BRIDGES**

**JOINT DOWNTOWN AND EAST END BRIDGE (SECTIONS 2 & 5)
REGIONAL ADVISORY COMMITTEE (RAC) MEETING
THE FRAZIER INTERNATIONAL HISTORY MUSEUM
829 WEST MAIN STREET, LOUISVILLE, KY
JULY 18, 2006
6:30 - 8:00 PM**

SUBJECT: Ohio River Bridges Project Recommended Bridge Type Selection

RAC ATTENDEES

Saeed Assef – Louisville/Jefferson County Metropolitan Sewer District
John Emmerich – Louisville Sailing Club
Tonya Fischer – Southern Indiana Chamber of Commerce
Ty Gettis – Kentuckiana Minority Business Council
Mohammad Nouri – Louisville Metro
Meme Sweets Runyon – River Fields
Bill Sexton – Transit Authority of River City
Doug Stubblefield – South Central Indiana Central Labor Council
Harold Tull – Kentuckiana Regional Planning and Development

DOWNTOWN AND EAST END BRIDGE MEETING SUMMARY

The 2nd floor of the Frazier Museum opened one half-hour early at 6:00 PM so that Regional Advisory Committee members could take some time to view the six recommended Downtown and East End Bridge physical models and display board renderings.

PART ONE: DOWNTOWN BRIDGE

At 6:30 PM, the meeting was called to order. J.B. Williams, project manager for the consultant team for the Downtown Bridge, introduced members of the Section 2 Downtown Bridge Design Team as well as representatives from Community Transportation Solutions, the Bi-State Management Team and the Federal Highway Administration. The assembled members of the Downtown Design Team then presented the following information, shown below as abridged. While describing each recommended alternative, the Downtown team also presented aerial and drive through plasma screen animations.

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Meeting Agenda:

- Welcome/Introductions
- The Step 4 Process
- What We've Heard
- 3 Recommended Bridge Alternatives
- Next Steps

The Step 4 Process: Select Bridge Type



What We've Heard:

Step 1: DESIGN GUIDELINES

- Clean, simple and elegant
- Consider long term maintenance costs
- Aesthetics should focus on the river
- Creative, state-of-the-art design
- Compatible with Sections 1 & 3
- Avoid overshadowing the surroundings
- Respect views from the park and the river
- Provide open views from the bridge

Step 2: CONCEPT DEVELOPMENT

Your Aesthetic Preferences

- Visual simplicity
- Compatibility with nearby bridges
- Symmetric bridges
- Lower height bridges

12 Bridge Concepts Developed

Step 3: ALTERNATIVES DEVELOPMENT

12 Bridge Concepts Analyzed

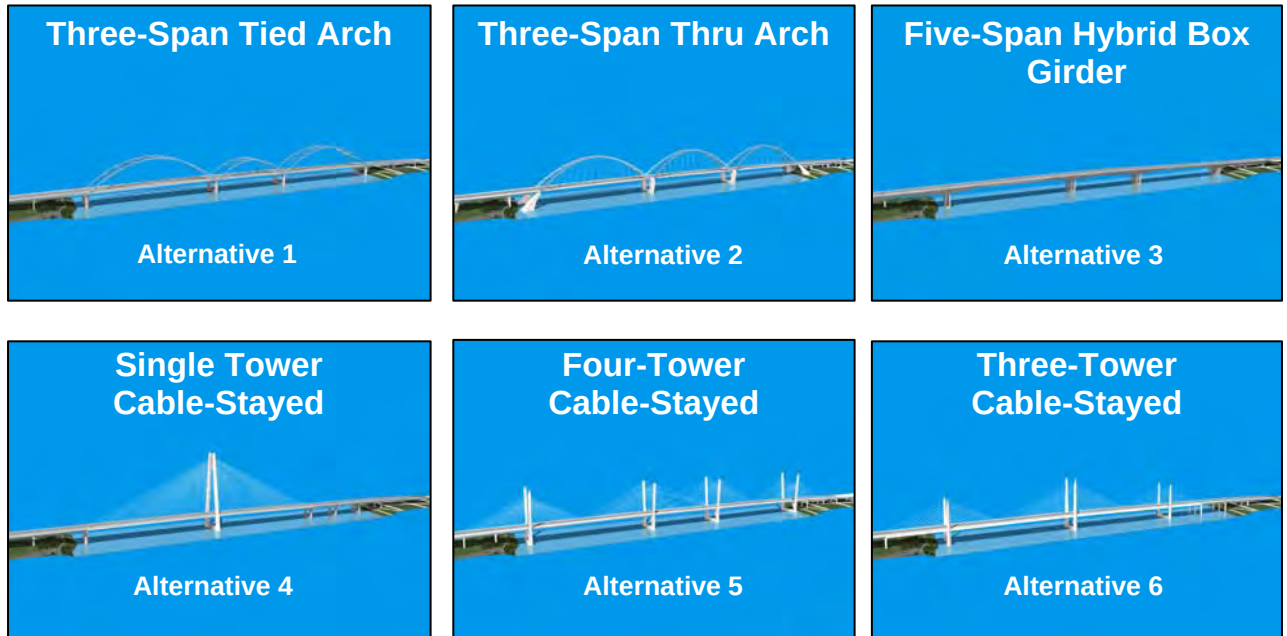
- Engineering assessment
- Preliminary cost estimates
- Constructability
- Environmental and Context Sensitive Issues
- Aesthetic preferences

6 Bridge Alternatives Developed

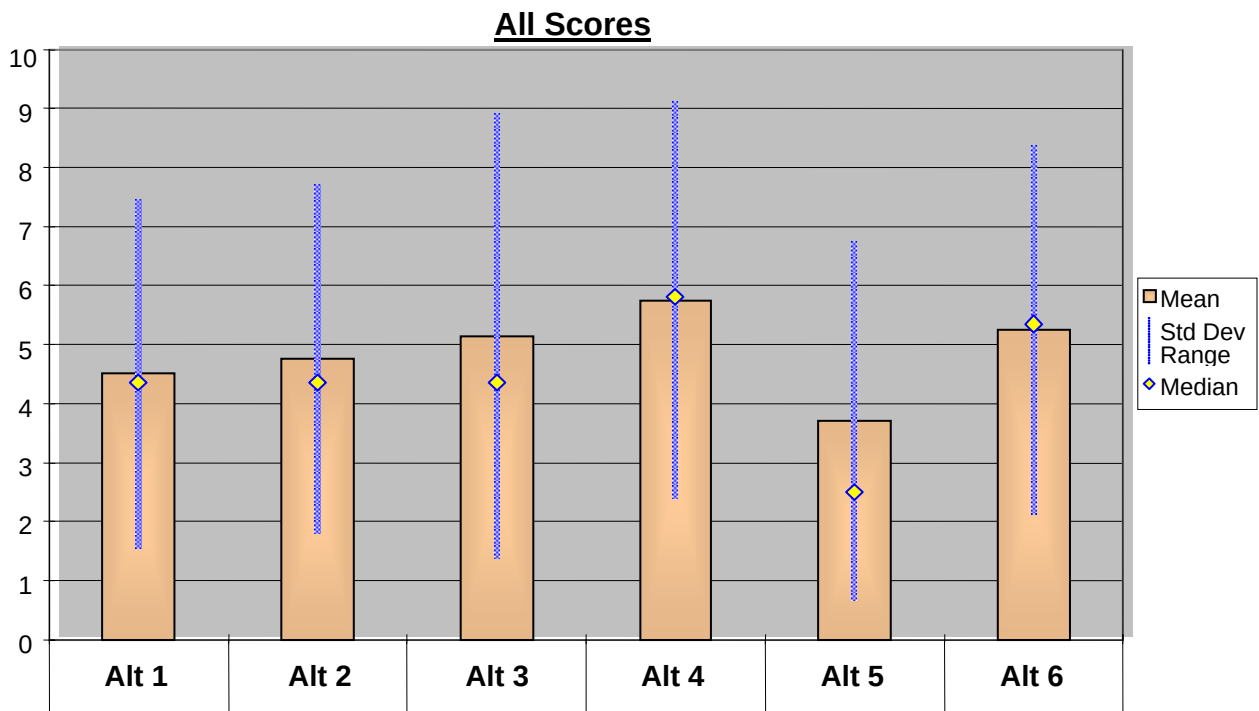
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Six Bridge Alternatives



Step 3 Polling Results

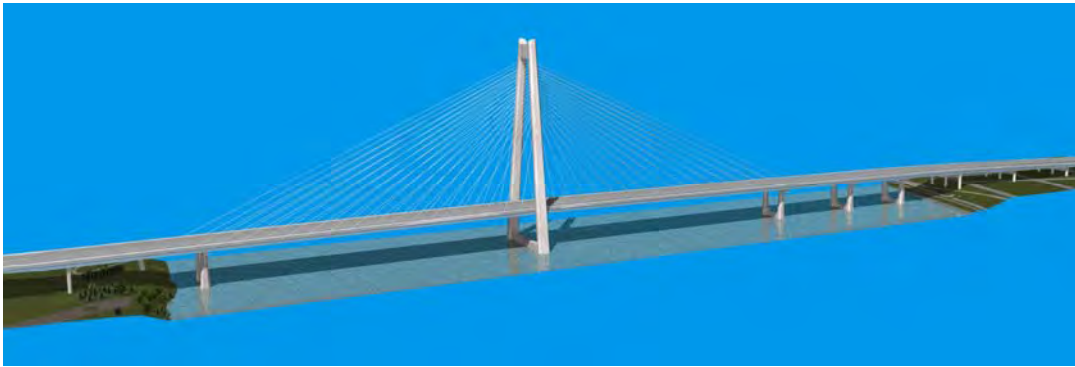


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STEP 4: 3 RECOMMENDED BRIDGE ALTERNATIVES:

(Note: for detailed renderings, please see Appendix A)



Alternative 1: Single Tower Cable-Stayed

Engineering Qualities

- Single “A” Shaped Tower
- Symmetrical Span Arrangement about Center Tower
- Semi-Fan Cable Arrangement

Public Feedback

- Provides a gateway
- Transparent
- Dramatic but not overpowering



Alternative 2: Three Tower Cable-Stayed

Engineering Qualities

- Three Towers with vertical legs
- Span Arrangement symmetric about Center Tower
- Harped Cable Arrangement

Public Feedback

- Open, Nothing Overhead
- “Low Profile”
- “Visually Interesting”

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Alternative 3: Three Span Thru Arch

Engineering Qualities

- Three nearly equal spans
- Vertical Arch with horizontal bracing
- V-shaped arched Piers at shoreline

Public Feedback

- Symmetric
- Simple vertical arch ribs
- Spans entire river
- “Complements the area”

Expected Maintenance Needs

All Alternatives

- Inspections
- Painting
 - Steel superstructure
 - Steel arch
- Deck repairs

Environmental Commitments

Approximate Amount of Coverage in Riverfront Park

	<u>Alternative 1</u> Single Tower Cable-Stayed	<u>Alternative 2</u> Three Tower Cable-Stayed	<u>Alternative 3</u> Three Span Thru Arch
Bridge Span Area (0.4 Acres)	0.4 Acres	0.4 Acres	0.4 Acres
Bridge Pier Use (0.031 Acres)	0.006 Acres	0.004 Acres	0.044 Acres

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Approximate Amount of Coverage in Waterfront Park

	<u>Alternative 1</u> Single Tower Cable-Stayed	<u>Alternative 2</u> Three Tower Cable-Stayed	<u>Alternative 3</u> Three Span Thru Arch
Bridge Span Area (1.2 Acres)	1.3 Acres	1.3 Acres	1.3 Acres
Bridge Pier Use (0.050 Acres)	0.012 Acres	0.009 Acres	0.001Acres

Area Advisory Team Feedback

July 11, 2006 Kennedy Interchange & Downtown Indiana Area Advisory Team Meeting
Feedback from AAT Members:

- **Alternative 1** (Single Tower Cable-Stayed):
 - Dramatic, interesting, good contrast
 - Too disparate for the surrounding bridges
- **Alternative 2** (Three Tower Cable-Stayed):
 - Provides open, welcome approach, complements surroundings
 - Not innovative, not state-of-the-art
- **Alternative 3** (Three Span Thru Arch):
 - Nice compliment to existing bridges
 - Too cluttered, not interesting enough

What's Next?

- ✓ Finalize Recommended Bridge Alternatives
- ✓ Submit to Exec. Bridge Selection Committee
 - Summer 2006
- ✓ Final Bridge Type Selection
 - Fall 2006
- ✓ Begin Final Bridge Design
 - Early 2007

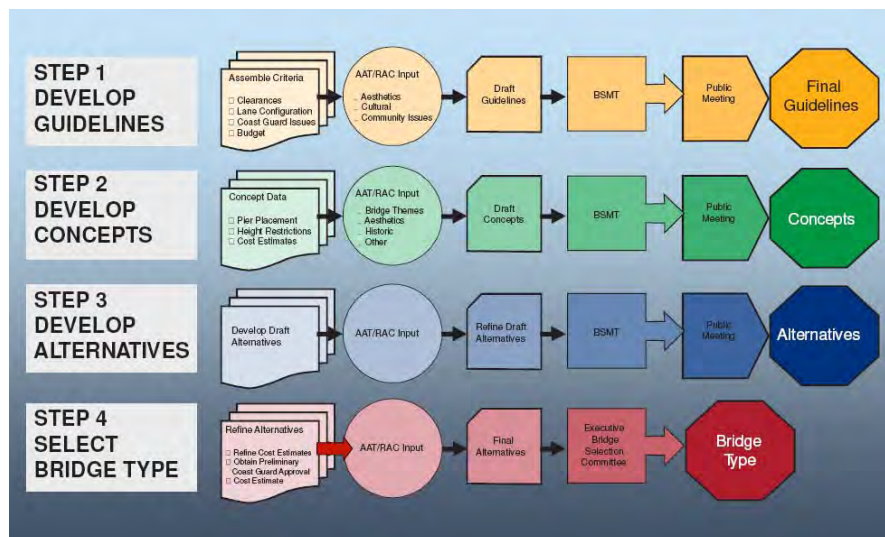
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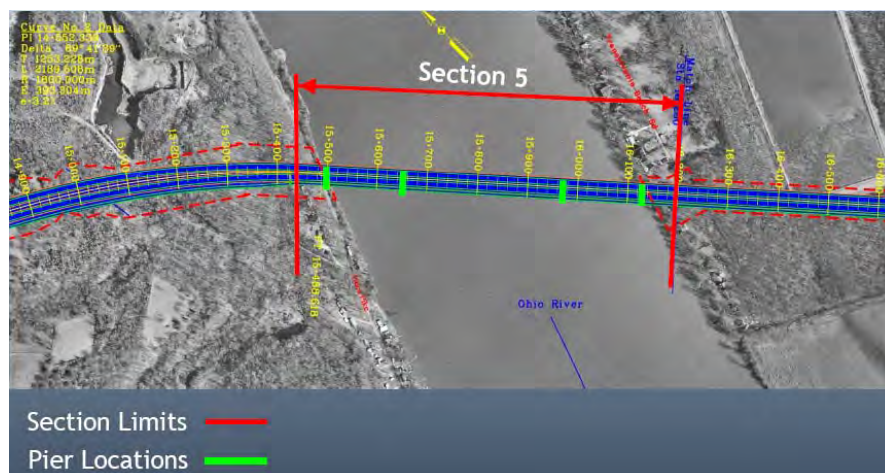
PART TWO: EAST END BRIDGE

After the RAC comment period for the Downtown Bridge (detailed below), Dan Carrier, project manager for the consultant team for the East End Bridge, introduced members of the Section 5 East End Bridge Design Team, at which point the assembled members of the East End Team presented the following information, shown below as abridged. While describing each recommended alternative, the East End team also presented aerial and drive through plasma screen animations.

Bridge Type Selection Process



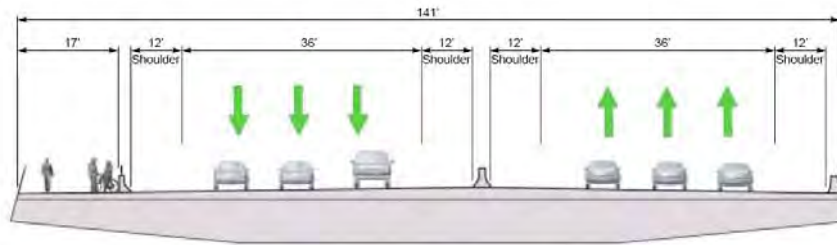
Bridge Alignment



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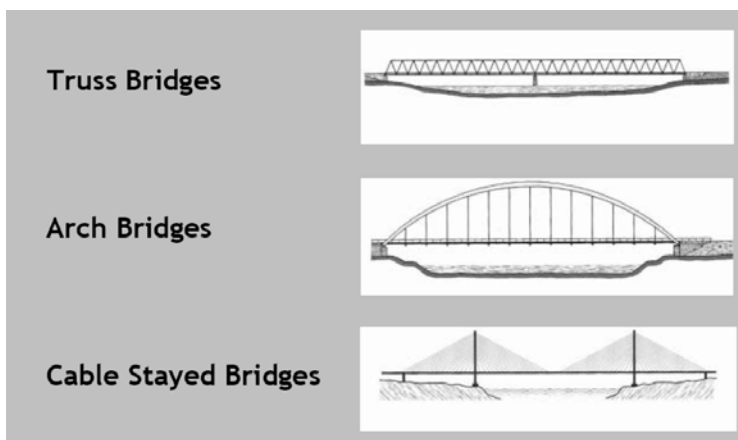
Bridge Cross Section



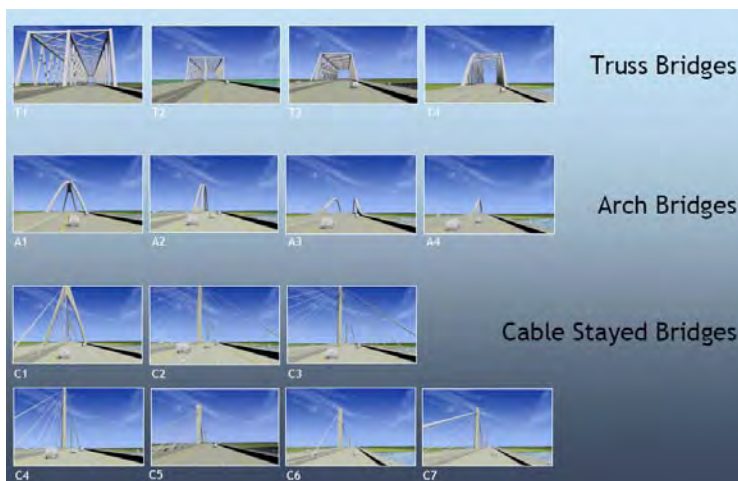
Unique Aspects of this Bridge

- Rural context, no existing bridges
- Natural Landscapes/Varied Topography
- Wide Bridge: 6 Lanes + Shoulders + Walkway
- Height Restriction of 300' Above Water Level

Bridge Types Considered



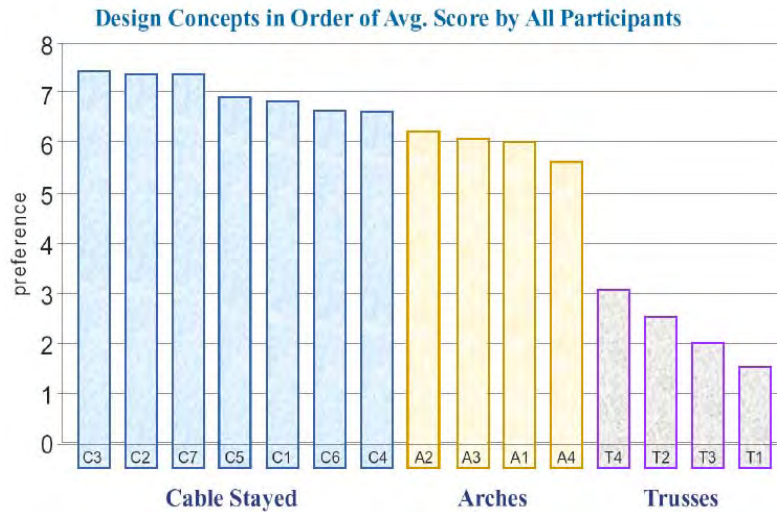
15 Initial Concepts



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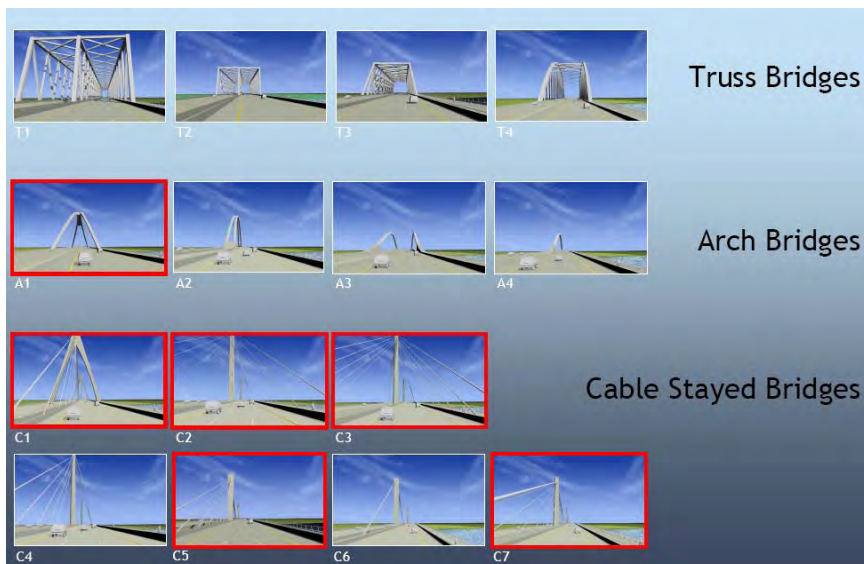
Preference Polling Results



Preference Polling Results

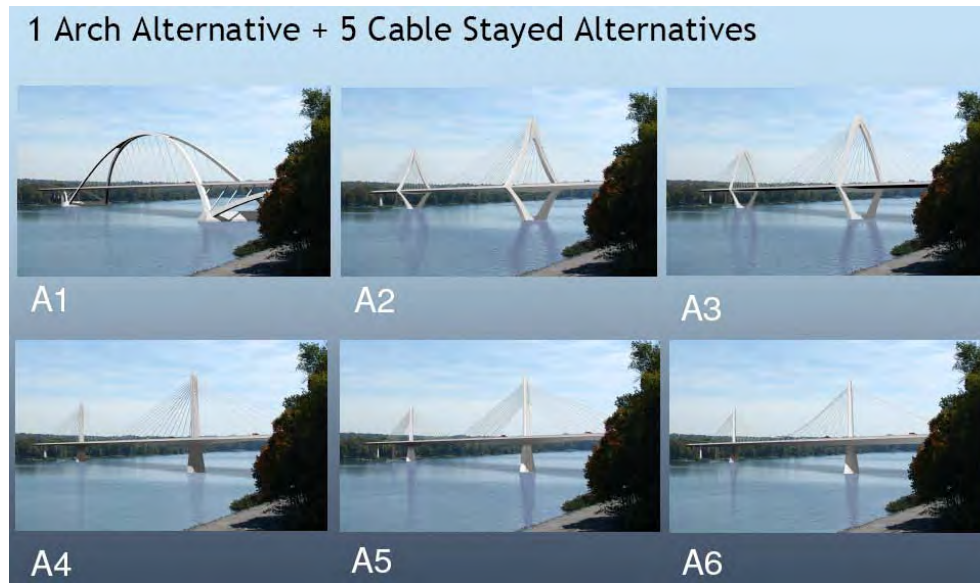
- Blends in with the Landscape
- Contextual Integration
- Short Towers
- Fewer/Slender Piers
- Thin Deck
- Visually Transparent/Open Look
- Low Maintenance
- Iconic Bridge
- Community Landmark

Six Bridge Alternatives



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Bridge Alternatives Analysis

- AAT / RAC Feedback
- Engineering Assessment
- Preliminary Cost Estimates
- Constructibility Review
- Environmental & Context Sensitive Issues
- Maintenance Requirements

THREE RECOMMENDED ALTERNATIVES

(Note: for detailed renderings, please see Appendix B)



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- R1- Diamond Towers with Outside Cables
- R2- Needle Towers with Outside Cables
- R3- Needle Towers with Median Cables





Alternatives Comparison

Recommended Alternatives	Alternative R1	Alternative R2	Alternative R3
Towers			
Deck	162- Ft Wide, Concrete	184- Ft Wide, Concrete	153- Ft Wide, Concrete
Superstructure Type	Steel Girders with Concrete Deck	Steel Girders + Boxes with Concrete Deck	Steel Box with Concrete Deck + Concrete Boxes
Cables	Located Outside; Sheathed Steel Strands	Located Outside; Sheathed Steel Strands	Located in Median; Sheathed Steel Strands

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Recommended Alternatives	Alternative R1	Alternative R2	Alternative R3
Deck Openings in Median	No; Wider Shadow under Bridge	Yes; Some Sunlight under Bridge	Yes; Some Sunlight under Bridge
Constructibility	Simpler with Outside Cables	Simpler with Outside Cables	Slightly More Difficult with Median Cables
Maintenance	Relatively Low Maintenance	Relatively Low Maintenance	Slightly Less Maintenance than Alternatives R1 and R2

What's Next

Finalize 3 Recommended Bridge Alternatives

- Summer 2006

Submission to Executive Bridge Selection Committee

- Summer 2006

Final Bridge Type Selection

- Fall 2006

Begin Final Bridge Design

- Early 2007

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RAC MEMBER COMMENTS:

Attendee Questions/Comments	Design Team Responses
SECTION 2 (DOWNTOWN BRIDGE) PRESENTATION	
Are the edge barriers the right height in the drive-through simulation?	They are intended to be the right height. They will be the right height for sure on the actual bridge.
Alt. 3 seems like it belongs with the existing Big 4 Bridge better than the others.	
The process worked very well. Each alternative has different elements and fits with the other bridges. Could live with any of the three.	
Is the location of the navigation channel on the KY side mandated?	Yes, it is required to be on this side to line up with the lock and dam system. This is a Coast Guard requirement.
As far as maintenance, is there anything on the market today that makes painting better than it used to be?	The Kennedy Bridge is not a good example of how things are done today. Paints are better, steel accommodates the paint better, and paint is not lead-based. If this project was not in Louisville, maintenance and painting would not be the huge issue it has been throughout this process. However, there will always be maintenance for any type of bridge. The expansion joints at the ends of bridges are also now quieter and easier to maintain, so other things have improved as well over the years.
What is the comparable cost of the 3 alternatives?	Step 4 has included more specific cost estimates, showing that all three alternatives are within the budget for the project. The two cable stays are roughly the same, and the arch is about 15% more than the cable-stays. At this stage of design (10-15%), costs are still pretty rough. In general, however, the cable-stayed bridges are well within budget and the arch bridge is at the upper end of the budget
The three tower cable-stay gives a nice representation of bridges over time in the downtown area, with all types of bridges over the last century along the riverfront.	

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Attendee Questions/Comments	Design Team Responses
SECTION 5 (EAST END BRIDGE) PRESENTATION	
Where will the pedestrians get on the bridge on the KY side?	The pedestrian walkway will go down across River Road and touch down somewhere in Section 4 – this has yet to be determined.
Who is making this decision?	The Section 4 meetings are addressing this issue now. The AAT meetings are more section focused, and would be a good place to provide input on this decision.
Where did the idea of the pedestrian element come from?	This came out of the environmental studies, and is part of the commitments in the ROD. There will be a crash proof barrier between the cars and the pedestrians.
The renderings don't show the homes along the river. This area is not just rural. There will be 25 homes left under the bridge. What will be done about the sound?	The conceptual noise study has been completed and will be refined during the final design process.
What about spills on the bridge? The water company is right there and that's our drinking water.	The deck runoff will be collected on the bridge and transported to the KY side for treatment. We are aware of the aquifer in that area and will be handling this in the most sensitive way possible.
During the historic preservation team meeting several months ago, a Lochner representative indicated that the entrance/parking to the pedestrian bridge had to be set for the line and grade to be completed. What is the status of this?	Our section is the bridge itself. The Section 4 team will be glad to answer specific questions about Section 4 at another time.

There being no other questions or comments; the meeting was adjourned.

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**APPENDIX A: DOWNTOWN BRIDGE
RECOMMENDED BRIDGE TYPE RENDERINGS**



ALTERNATIVE 1 – LOOKING DOWN RIVER



ALTERNATIVE 1 – LOOKING UP RIVER FROM THE CLARK MEMORIAL BRIDGE

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ALTERNATIVE 1 – AERIAL LOOKING TOWARD LOUISVILLE



ALTERNATIVE 1 – DRIVERS PERSPECTIVE

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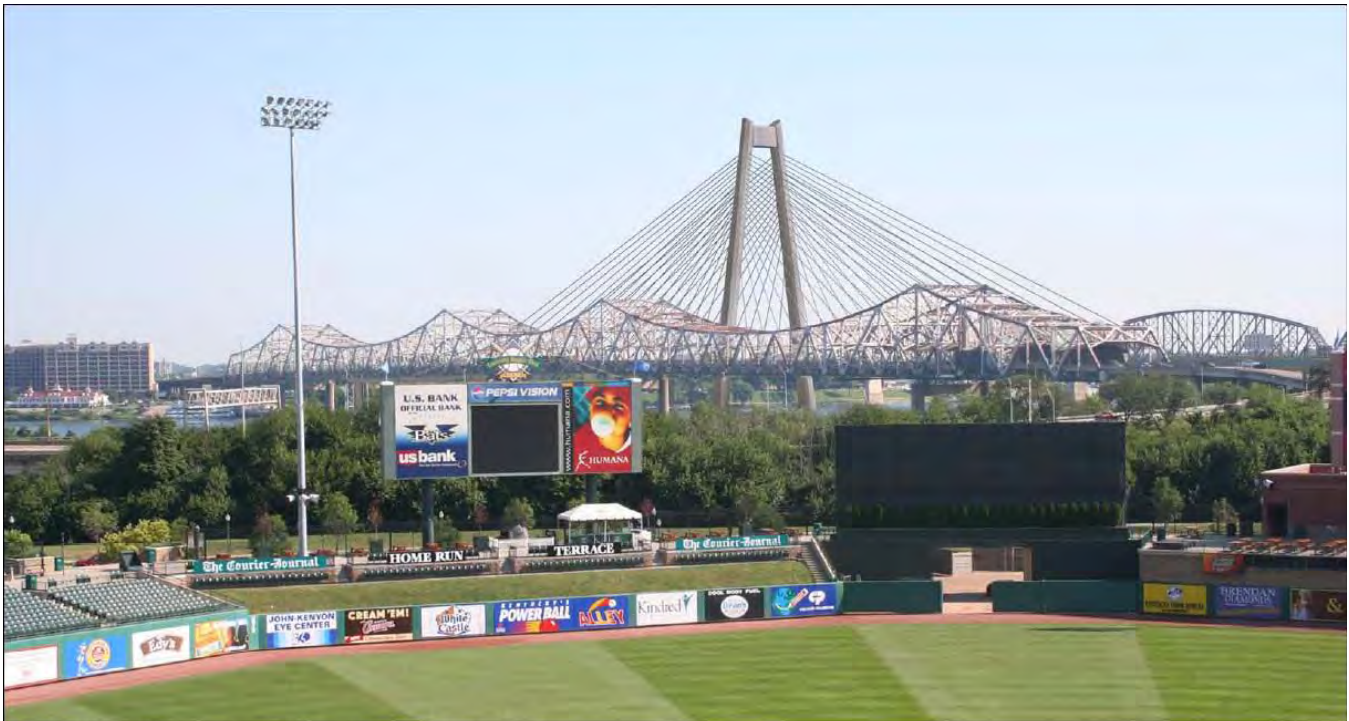
ALTERNATIVE 1 – WATERFRONT PARK, LOUISVILLE, KENTUCKY



ALTERNATIVE 1 – RIVERFRONT PARK, JEFFERSONVILLE, INDIANA

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ALTERNATIVE 1 – VIEW FROM SLUGGER FIELD



ALTERNATIVE 1 – LOOKING TOWARD INDIANA BETWEEN BRIDGES

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ALTERNATIVE 1 – NIGHT VIEW FROM RIVERFRONT PARK



ALTERNATIVE 1 – NIGHT VIEW, DRIVERS PERSPECTIVE

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ALTERNATIVE 2 – LOOKING DOWN RIVER



ALTERNATIVE 2 – LOOKING UP RIVER FROM THE CLARK MEMORIAL BRIDGE

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ALTERNATIVE 2 – AERIAL LOOKING TOWARD LOUISVILLE



ALTERNATIVE 2 – DRIVERS PERSPECTIVE

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ALTERNATIVE 2 – WATERFRONT PARK, LOUISVILLE, KENTUCKY



ALTERNATIVE 2 – RIVERFRONT PARK, JEFFERSONVILLE, INDIANA

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ALTERNATIVE 2 – VIEW FROM SLUGGER FIELD



ALTERNATIVE 2 – LOOKING TOWARD INDIANA BETWEEN BRIDGES

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ALTERNATIVE 2 – NIGHT VIEW FROM RIVERFRONT PARK



ALTERNATIVE 2 – NIGHT VIEW, DRIVERS PERSPECTIVE

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ALTERNATIVE 3 – LOOKING DOWN RIVER



ALTERNATIVE 3 – LOOKING UP RIVER FROM THE CLARK MEMORIAL BRIDGE

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ALTERNATIVE 3 – AERIAL LOOKING TOWARD LOUISVILLE



ALTERNATIVE 3 – DRIVERS PERSPECTIVE

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ALTERNATIVE 3 – WATERFRONT PARK, LOUISVILLE, KENTUCKY



ALTERNATIVE 3 – RIVERFRONT PARK, JEFFERSONVILLE, INDIANA

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ALTERNATIVE 3 – VIEW FROM SLUGGER FIELD



ALTERNATIVE 3 – LOOKING TOWARD INDIANA BETWEEN BRIDGES

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ALTERNATIVE 3 – NIGHT VIEW FROM RIVERFRONT PARK



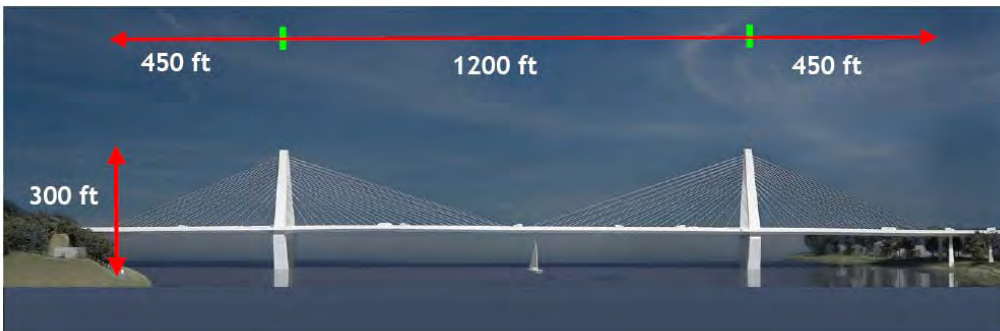
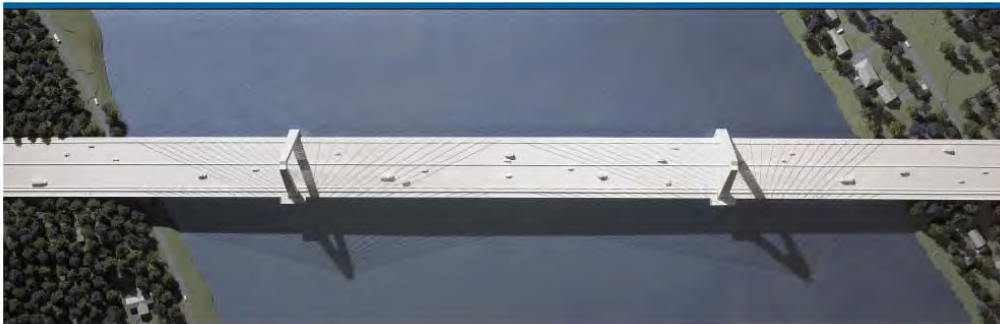
ALTERNATIVE 3 – NIGHT VIEW, DRIVERS PERSPECTIVE

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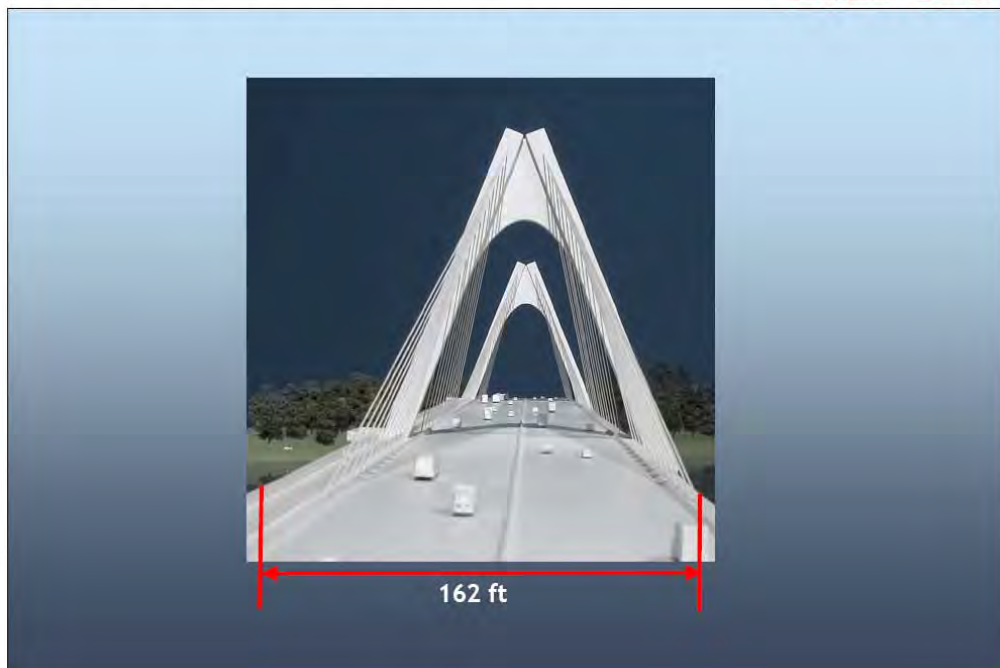
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**APPENDIX B: EAST END BRIDGE
RECOMMENDED BRIDGE TYPE RENDERINGS**

Alternative R1



Alternative R1 - Motorist's View



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Alternative R1 - Aerial View



Alternative R1- Shoreline View



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Alternative R1 - Bluff View



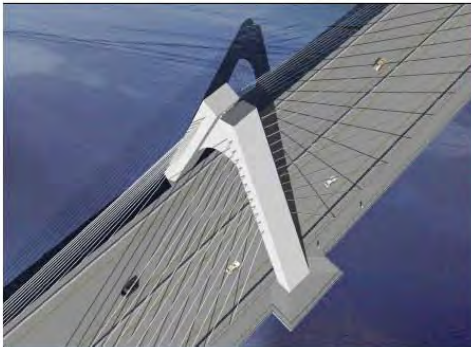
Day View



Night View



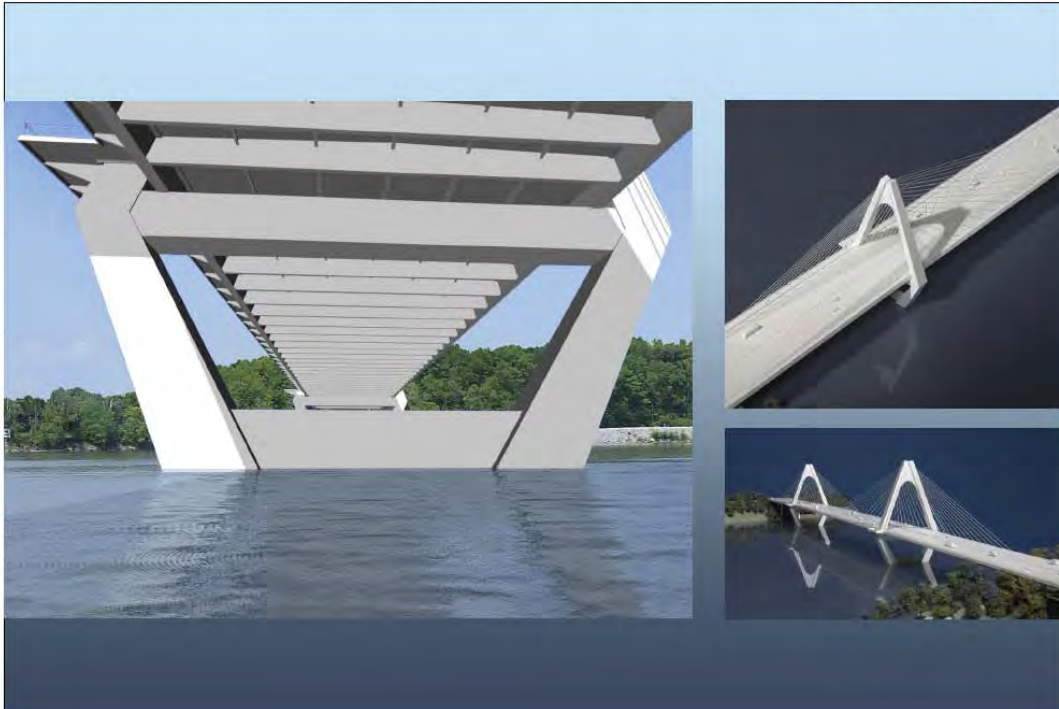
Alternative R1 - Tower Views



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Alternative R1 - Underside + Model Views



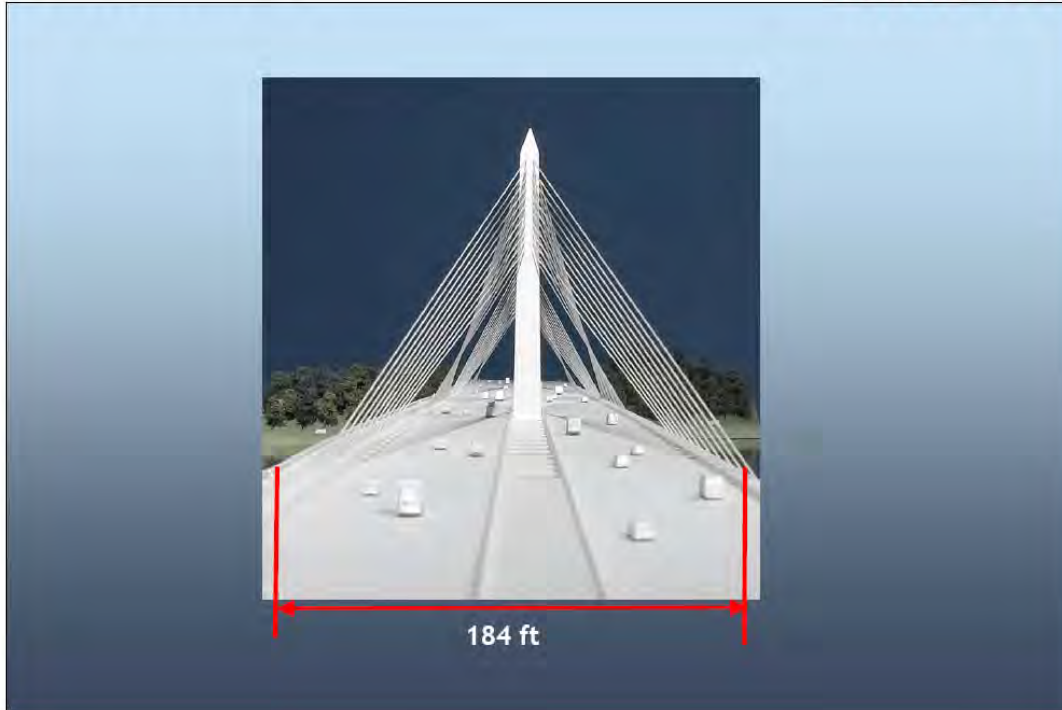
Alternative R2



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Alternative R2



Alternative R2 - Aerial View



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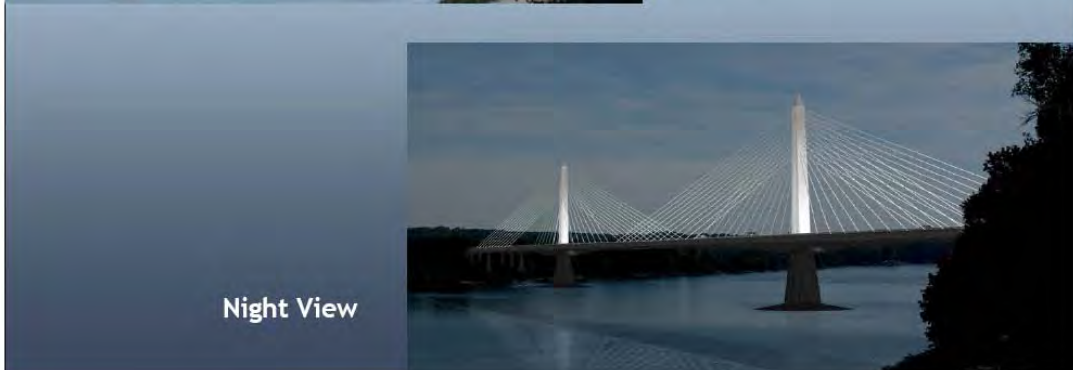
Alternative R2- Shoreline View



Alternative R2 - Bluff View



Day View



Night View

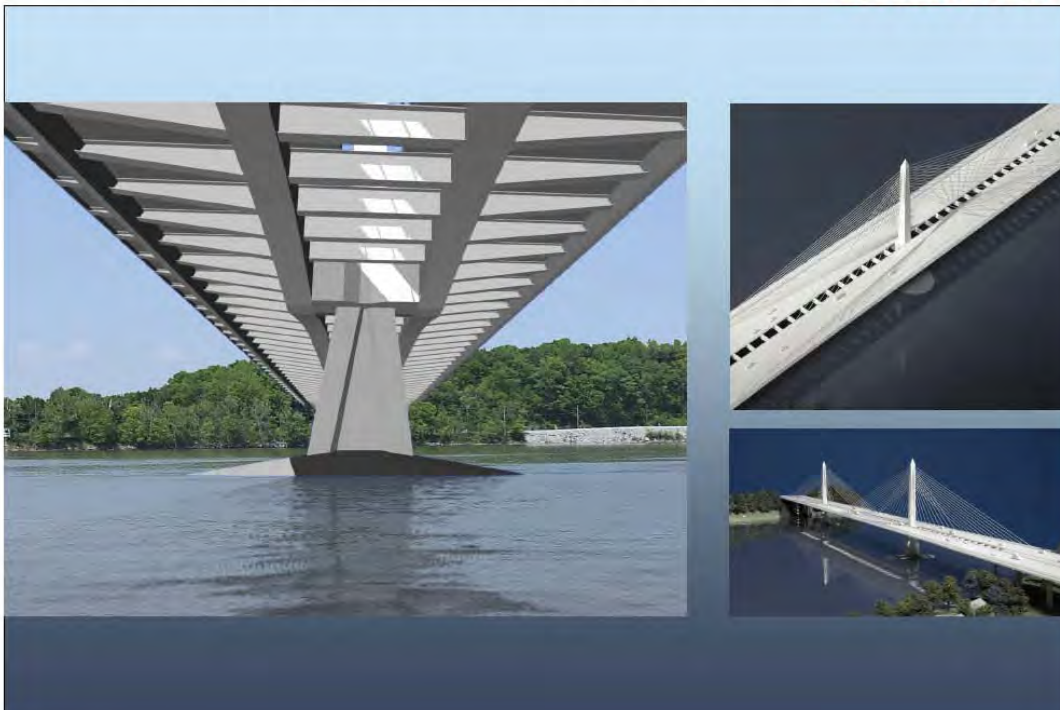
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Alternative R2 - Tower Views



Alternative R2 - Underside + Model Views



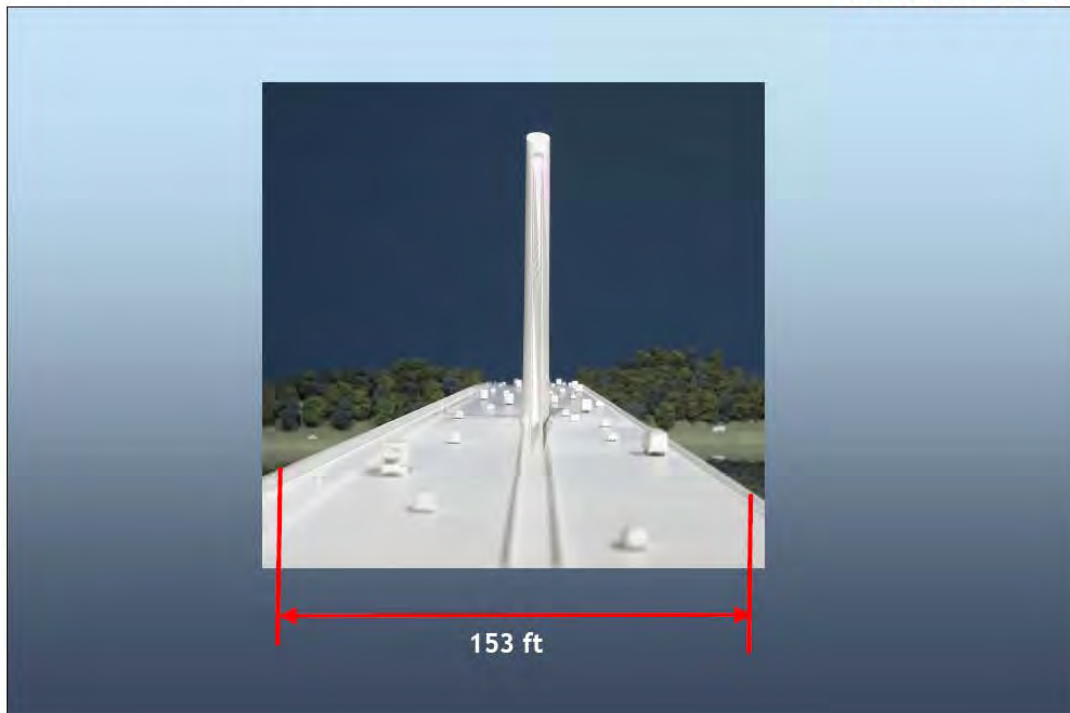
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Alternative R3



Alternative R3



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Alternative R3 - Aerial View



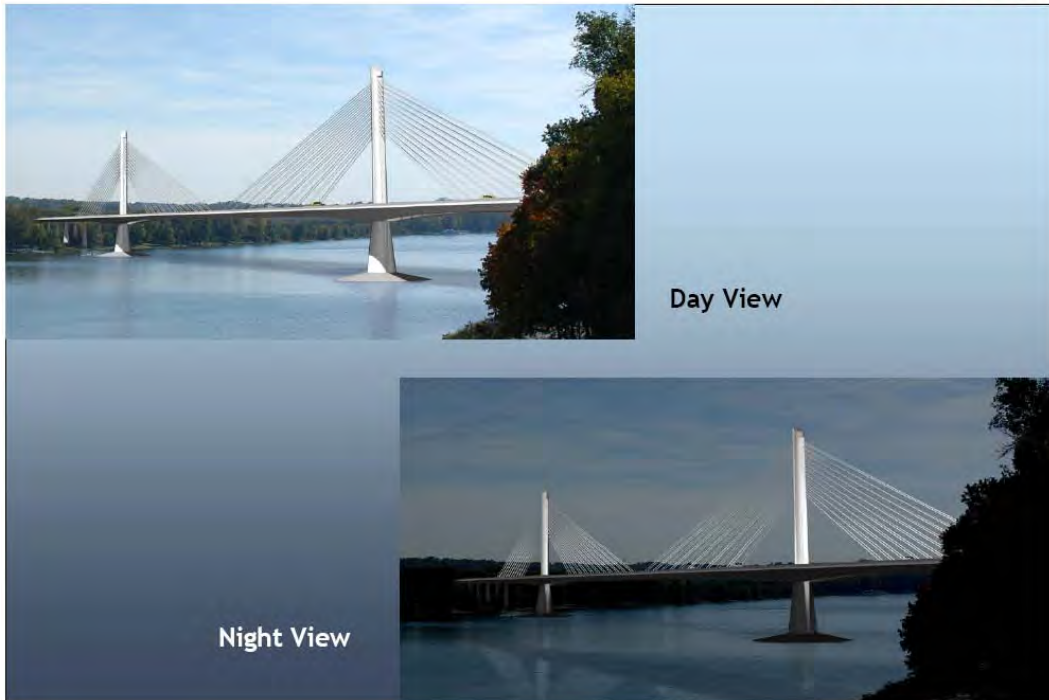
Alternative R3 - Shoreline View



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THE DOWNTOWN AND EAST END BRIDGES, SECTIONS 2 & 5**

July 18, 2006: Joint Sections 2 & 5 Regional Advisory Committee Meeting Summary

Alternative R3 - Bluff View



Alternative R3 - Tower Views



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Alternative R3 - Underside + Model Views

