



SECTION 5 EAST END BRIDGE

OPEN HOUSES

October 18, 2005 – Section 6, Utica Community Center, 3-7 PM

October 20, 2005 – Section 4, Harrods Creek Fire Dept., 3-7 PM

SUMMARY

INTRODUCTION

As guests arrived they had the opportunity to visit various stations equipped with boards that walked them through the Bridge Type Selection process. The stations included: Project Overview, Public Involvement, Bridge Types (Truss, Cable-Stayed, Arch, Suspension), Bridge Parameters, Bridge Guidelines, and DBE Information. Members of the East End Bridge Team were at each of the stations to answer questions and record comments made by visitors.

Invitations for the Open Houses were mailed to the entire project database, numbering approximately 1,700 people. In addition, advertisements were placed in The Louisville Courier-Journal, the New Albany Tribune and the Jeffersonville Evening News.

As reflected in the sign-in sheets, a total of 149 people attended the two Open Houses, including project team members (76 in Utica, 73 in Prospect).

EAST END BRIDGE PRESENTATION

Each Open House included two identical presentations at approximately 4:30 p.m. and 6:00 p.m. East End Bridge Section 5 Manager Dan Carrier began each presentation by welcoming the public and introducing the members of the Bi-State Management Team and the East End Bridge design team present. Dan then mentioned that the purpose of the meeting was to:

- Outline the Public Involvement process being used to select a suitable bridge type for the East End Bridge
- Describe the public's role in that Bridge Type Selection process
- Solicit the public's input on the guidelines to be used in the Bridge Type Selection process

During the presentation Dan Carrier began by describing short, medium and medium to long span bridges. Dan then mentioned the four types of long span bridges suitable for the 1,100-foot span of the East End Bridge. These are:

- Truss Bridge
- Arch Bridge
- Cable-Stayed Bridge
- Suspension Bridge

Dan described key elements of each of these four suitable bridge types, and showed typical examples of the appearance of each type. Following these descriptions, Dan introduced Section 5 Bridge Architect Miguel Rosales.

Miguel Rosales then presented the aesthetic design parameters of the East End Bridge. Using slides of long span bridges in other locations, Miguel described how every bridge needs to be designed to fit within its own unique context. A key part of Miguel's presentation was the five questions outlined below:

- What structures and buildings do you consider emblematic of the Kentucky/Indiana/Ohio River Region?
- What features of the existing Ohio River Bridges do you think are valuable/attractive?
- Should the new East End Bridge stand out or blend in with the surroundings?
- Which views of the bridge are important? (Driver's view from bridge when crossing, the view from the shoreline, or other views?)
- What visual elements of the new bridge would be important to you?
- What features do you consider emblematic of the East End Ohio River area?

DISCUSSION / COMMENTS

Following Miguel Rosales' presentation, Dan Carrier and Miguel Rosales received questions from those present about these questions and other issues. The following responses to the five specific questions listed above were received from the guests in attendance:

Utica, IN

October 18, 2005

3:00 p.m. to 7:00 p.m.

General Discussion Items:

Public Comments/Questions	PB Team Response (As Necessary)
Will there be parking areas on either side of the bridge? This will be important for people who want to walk out on the bridge.	
The destination of bikes/peds after crossing the bridge should be considered. Are there safe facilities on each side of the river?	The KY side will be connected to River Road. The IN side will be coordinated with Section 6, the IN approach.
What about the noise of the bridge?	The approaches will likely include a buffer

	zone and additional study will be made on this. The FEIS also includes provisions for quieter expansion joints on the bridge.
Where will the closest exit be in Utica?	Old Salem Road will be the first exit, about 1.2 miles from the River.
What is the design period for the bridge?	Design will take about 2 years after the bridge-type selection process.
Bridge maintenance is a major concern. People want a bridge with lower costs in the future.	
Providing costs for each bridge type would make the choice easier.	
There should be a nature walk around the river area near the bridge.	
Why is the traffic side-by-side on the bridge, rather than up-and-down?	The visual impact tends to be greater with a double-deck bridge.
Does the 71' of clearance cover the flood stage?	Yes, this has been coordinated with the coast guard.
What material is the bridge deck?	Concrete, and depends on the span length for the thickness.
Can the project be broken up into \$20-\$30 million chunks that DBE firms can get bonded for?	This is something we can look into (CTS).
What types of DBE firms are we bringing in on the project?	Real estate, ROW, appraisals, engineering, construction, and others.
Does not like look of truss.	
Likes look of cable-stayed.	
Access to and from bike lane should be a main consideration.	
Concern about blasting during construction. There is a rock shelf and it amplifies the blasting vibration.	
Concern about vehicle exhaust pocketing in Utica due to the small valley.	
Create bike/pedestrian paths from Jeffersonville and Louisville that connect with the bridge.	
Bridge should attract tourists.	
Bikers and walkers should be made to feel safe.	
Bridge types that don't require painting or frequent maintenance would be best.	

1) What structures and buildings do you consider emblematic of the Kentucky/Indiana/Ohio River Region?

Public Comments/Questions	PB Team Response (As Necessary)
Twin spires of Churchill Downs	

Sherman Minton Bridge	
Howard Steamboat Museum (Indiana)	
Natural stone construction from the quarries in IN.	

2) What features of the existing Ohio River Bridges do you think are valuable/attractive?

Public Comments/Questions	PB Team Response (As Necessary)
We do not need another Kennedy Bridge. The bridge should have a more clean and modern look like the cable-stayed examples.	
There is no way to clear traffic on the Kennedy Bridge when there is an incident. The new bridge should have a shoulder for this.	There will be 3 lanes of traffic and a shoulder on each side of the bridge.
The Kennedy Bridge has been an embarrassment to the community.	
Truss-type bridges are not attractive or elegant like the cable-type bridges are.	
It is nice that the downtown bridges match in style – kind like a family of bridges.	

3) Should the new East End Bridge stand out or blend in with the surroundings?

Public Comments/Questions	PB Team Response (As Necessary)
There should be landscaping at the touchdowns on either side of the river to soften the appearance of the piers.	
The cable-stayed bridge would blend in the best with the surroundings.	
The H-shaped cable bridge is nice too (like the Roebling).	
The Roebling, Wheeling, and Brooklyn Bridges are all stone. This would match the local resources (stone quarries).	
Lighting is a concern.	

4) Which views of the bridge are important?

Public Comments/Questions	PB Team Response (As Necessary)
Views from all areas are important.	
The bluff view should be considered (about ½ mile north of the crossing).	

Would the people in Utica be able to see the bridge from town? It seems like the elevation is too low to see it from there.	It may be possible for us to do a view of the bridge from Utica as part of our visualization activities.
Shouldn't worry about the driver's view – this could create a safety risk.	
The pedestrian view from the bridge walkway will be important.	
The shoreline view will bring tourism and commerce.	
View from local residential areas.	

5) What visual elements of the new bridge would be important to you?

Public Comments/Questions	PB Team Response (As Necessary)
It would be nice to see the river when you are on the bridge. Less steel/obstructions on the bridge would make this better.	
Lighting should be minimal and subtle, so as to limit glare for those that live within sight distance of the bridge.	
The cable-stayed bridges look like sails, and match the marine/boating feel around the River.	
The cable-stayed bridge would not block out the surrounding scenery.	
Would it be possible to span the entire river without having piers in the water? What is the max distance between piers on a cable-stayed bridge?	These bridges can span about 3000', but increase in cost with length. It would be cost prohibitive for our bridge to span the river in one piece.
Bridge design should be a signature of good design and low maintenance (no painting!). Provide low impact and compatibility with adjacent environmental features such as limestone veneer on approaches – no metal guardrails. Attractive medians and landscaping features.	
A sandstone or beige color would blend in and match the local rock types.	
Would it be possible to use stainless steel for endurance and reduction in future maintenance?	This would be cost-prohibitive. There are other innovations in materials that can be used to reduce future maintenance.
The lighting should be as directed as possible on the bridge features, without being intrusive to surrounding residential areas.	
The approaches to the bridge could use rock, boulders to reflect the local quarries in	

IN (even if stone can't be used on the bridge itself).	
What are cables made of and do they have to be painted?	Cables can be placed in a plastic sheath for protection and color variation.
We have problems with bridge painting in this area. Are there other coatings that can be used?	Construction materials have improved a lot in recent years. The bridge superstructure could be steel or concrete. The maintenance costs will be estimated as part of the alternatives evaluation.
If an arch style bridge is used, how many arches would there be?	Three arches, with a larger one in the center.
Consider a double-deck bridge	

6) What features do you consider emblematic of the East End Ohio River area?

Public Comments/Questions	PB Team Response (As Necessary)
The existing parks, greenery and shoreline area. The bridge should blend in with these.	
The natural beauty of the area.	
The River Ridge Commerce Center and 2 industrial parks are economic engines in the area. The bridge style could be reflective of the modern/high-tech resources in the area.	
The limestone quarry.	

Prospect, KY
October 20, 2005
3:00 p.m. to 7:00 p.m.

General Discussion Items:

Public Comments/Questions	PB Team Members/KYTC Project Managers Response (As Necessary)
The public wants something maintenance-free in the future.	
What is the floodplain and do you know how wide the river was during the last flood?	We will be having discussions with the Coast Guard and Corps of Engineers to cover this information.
How about a tunnel over the bridge to contain noise?	There are expansion joints that are quieter now. The pavement texture can also improve noise. Covering the bridge is not typical treatment for noise mitigation.

The concrete barriers on the bridge should be taller to deflect as much sound as possible.	
The tunnels are near my neighborhood, what is planned for the KY approach?	We are meeting regularly with Section 4, the KY approach, so that their tie-in to us is smooth. Buffering and landscaping are options for the approach.
It will be difficult to find a design for this area. Can we put a tunnel under the river?	All of these things were considered in the Environmental Phase, and the project is beyond that at this point. Tunnels are about double the costs of bridges. We are trying to make this bridge as attractive as possible based on your input.
I am worried about harming the aquifer that is along the Ohio. Which piers would be least harmful? Do they go into the aquifer? How far down is the aquifer?	We are collecting the bridge run-off and treating it. The aquifer is not directly under the bridge. The early test borings show rock 80 feet down.
Will the bridge be built from IN to KY?	This depends on the bridge type. Some bridges are built from the piers to the shore, and others from the shore to the piers.
From which direction is a suspension bridge built?	The towers are built first, then cables are attached, then the deck is constructed in sections from either direction.
There were some interesting concepts in the local paper a few years ago. Have you seen these?	We have seen at least one local model. Kristen Jordan thinks we have this article in the project archives for reference.
Is the bridge type selection going to be made based on finances? Is it cheaper to build truss over suspension (for example)?	Versions of the four bridge types shown at the meeting fall within the project budget.
When will you start acquiring the property for the bridge if construction is due in 2007?	ROW plans are expected to be complete in late 2006. Contacts with property owners and acquisitions are expected to begin after that.
How will the bike/ped traffic be managed on either end of the bridge?	On the KY side, it will be connected to River Road. For the IN side, the concept is still developing.
How long will the project take to construct?	For the full project (East End Bridge, Downtown Bridge, approaches and Kennedy interchange improvements), the completion date is estimated at 2020. Construction time only for the East End Bridge would be about 3-4 years.
Which of the 4 bridges are most likely from a cost standpoint?	We are not looking for the cheapest bridge design. We are looking for a design that meets public expectations and falls within the construction cost budget.
Is there anything to help keep noise down on the bridge? Make this a high priority in the design process.	Better joints for bridges and certain pavement textures can help. Noise abatement will be considered for

	approaches and bridge.
Trash, debris, noise, and pollution in the river are all concerns – people on Transylvania Beach don't want to deal with this.	
With riverbank infiltration wells in the area, how will the run-off water be treated? Will the wells be bifurcated by the bridges?	All of the bridge runoff will be piped to the KY side. The water treatment system is still under study and has yet to be finalized.
Why are we looking at a pedestrian bridge? We want to see bridges that are realistic to our site.	All of the examples have elements that could apply to our bridge. We are trying to show various examples to get the public thinking. We will be showing images within the context of the project site at the next round of meetings.
The Fire Station should only be used again as a public forum if the siren can be muted in the meeting room.	
Are there two types of comments – people who live near the bridge site and people who don't? Does it matter who the comments are coming from?	There are more than two types of people commenting on the project. We are noting comments from everyone involved.
The perspective of the commenter (commuter vs. landowner vs. tourist) should be considered in the process. Priority should be given to comments from those who live near the project.	We are considering all comments provided through the bridge type selection process.
Did we send notice of this meeting to individuals who live in the project area?	There's a list of 2200 people in the project database, and letters went out to all of them. Names can be added to the database by emailing the project website or seeing Chris Jones after meeting.
We should hold a meeting under the Kennedy Bridge to test the noise.	
As residents along the river, we are going to lose our way of life with the new bridge. We hear the church bells in Prospect now, and we won't anymore. Noise reduction should be a number one priority.	
Would it be possible to construct an elevated tunnel to reduce noise under the bridge?	The process has already moved past this type of decision. Previous studies and phases of this project determined that a bridge would be used to span the river.
Riverfields was involved in the EIS. Why is East End bridge sequenced for design first, when it has the most impact on the environment?	The schedule will be finalized with the completion of the financial plan at the end of the year. Section 5 is not charged with this responsibility.
How steep are the bike lanes going to be on the bridge?	No more than 5% slope. This makes them ADA compliant.
Consider a mural on the underside of the	

bridge.	
Platform on the tower with a restaurant.	
Likes Panama Canal bridge	
Likes cable-stayed bridge.	
Wants a bridge type low in maintenance	
Likes the Owensboro bridge (Natcher Bridge)	

1) What structures and buildings do you consider emblematic of the Kentucky/Indiana/Ohio River Region?

Public Comments/Questions	PB Team Response (As Necessary)
Kentucky Center for the Arts	
Humana building	
Horse farms and barns	
The Louisville Water Tower	
We should not look at this as a nemesis in the area. It will be a beautiful architectural piece that will be appreciated in the area. It shouldn't necessarily reflect something already in the area, rather it should make its own statement.	
The emblematics listed in the presentation are not pertinent to the east end. These would be rural context, limestone bluffs, trees, natural features.	

2) What features of the existing Ohio River Bridges do you think are valuable/attractive?

Public Comments/Questions	PB Team Response (As Necessary)

3) Should the new East End Bridge stand out or blend in with the surroundings?

Public Comments/Questions	PB Team Response (As Necessary)
Does not necessarily have to blend in – you're not going to hide it anyway. Make it attractive and folks won't object to it.	
Blend it in the best you can, including the color.	
We should build something so significant that Louisville will be known for it.	
The Owensboro Bridge was startlingly	

beautiful when driving up on it. We should build something like this.	
We would like the bridge to blend in.	
The Tampa Bay bridge is a beautiful bridge. It is striking but fits in as well.	
The land this is going over is very open, the cable-stay or suspension are open and would fit. The truss, arch, or Kennedy do not go with the scenery.	
Any bridge is out of character for the area. The suspension bridge is the least obnoxious.	
The suspension bridge would be open and attractive in the environment. The truss bridges are too heavy of a look for the area. The Golden Gate Bridge is an attractive bridge that we should use as an example.	
A gigantic covered bridge would fit in with the rural historic area, just like the historic bridges of Kentucky.	
Preserve view/make structure nice.	
Bridge should have the least amount of impact possible.	
Build a bridge that is less visually imposing.	
Bridge should be architecturally unique.	

4) Which views of the bridge are important?

Public Comments/Questions	PB Team Response (As Necessary)
Shoreline view is not important. Put up a wall and some plantings so that the neighbors don't have to see the bridge.	
The end of Marina Drive at the Harbors of Harrods Creek looks right at the KY approach. Please make this as attractive as possible.	

5) What visual elements of the new bridge would be important to you?

Public Comments/Questions	PB Team Response (As Necessary)
Riverfields is focused on the cultural and natural resources of the River corridor. The least man-made impacts, the better. Simplicity is an important issue for the cultural landscape.	This is consistent with comments we have heard in other places.

Put some murals under the bridge. People like the ones on the downtown bridges.	
The suspension and cable style bridges are much more creative looking.	
We like the suspension and cable-stay bridges, and don't like the truss or arch.	
Can we eliminate the truss with the local problems we have had?	We are not at the point of eliminating bridge types at this point, but we will include this in the evaluation of the 4 types. There is less structural steel to be painted on a cable-stayed or suspension bridge.
Why does there have to be so much structure above the roadway?	With the navigable channel, we have to keep piers to a minimum below the bridge, so the bridge structure has to be supported from the top.
Russia has lots of color in its public buildings. Could the bridge be green or some color that fits in the environment?	There are lots of options for paint or sheathing to give bridges color.
Bridge should look like a sail to pay respect to the many sailboats in the area.	
Tunnel on top to quiet noise.	
Barrick tlt. on bridge.	
An open bridge – not too heavy.	
Color of bridge	
No JFK look-alike	
No arch.	
Give thought to the connections at either end with the pedestrian walkway/bike path.	

6) What features do you consider emblematic of the East End Ohio River area?

Public Comments/Questions	PB Team Response (As Necessary)
The people in Utica like the stone quarries, we should try and incorporate this into the design.	
Area is known for covered bridges.	
The limestone bluffs.	
Rural aspect is important	