



The Louisville - Southern Indiana
Ohio River Bridges Project
(LSIORBP)

June 21, 2011

- 1. Welcome / Introductions**
- 2. Project History**
- 3. Why We Are Here**
- 4. Proposed Alternatives**
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The Bridges Project

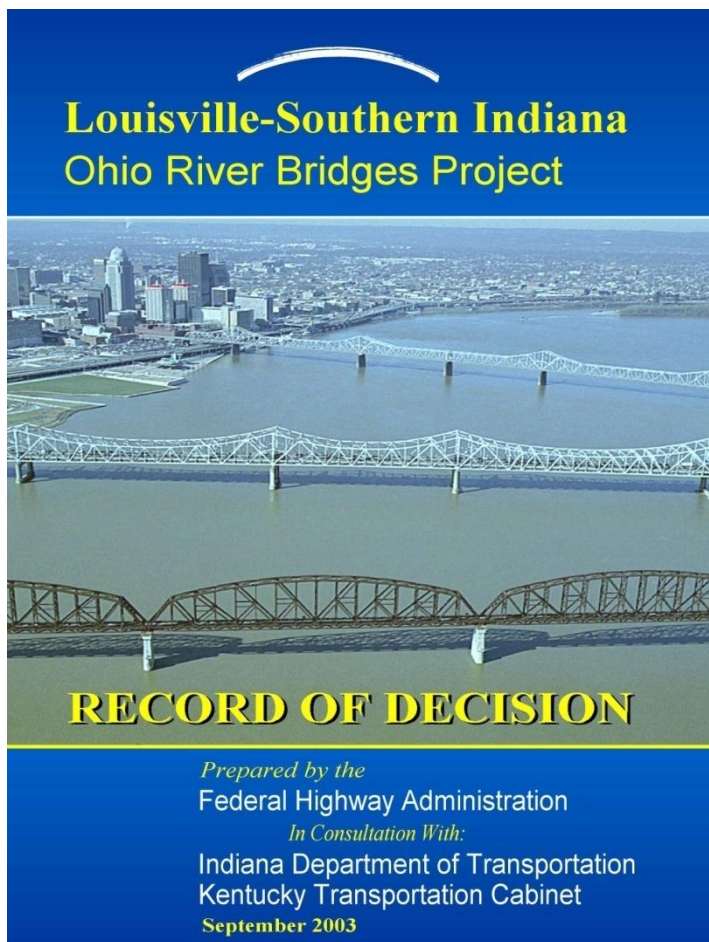


Federal EIS Phase

- 1998 - Federal process begins
- Considered 9 bridge locations in 1 or 2 bridge combinations
- Extensive public involvement process
- 5,000 comments received on Draft EIS



2003 Record of Decision



Selected Alternative:

Construct New Downtown Bridge

Construct New East End Bridge

Reconstruct Kennedy
Interchange

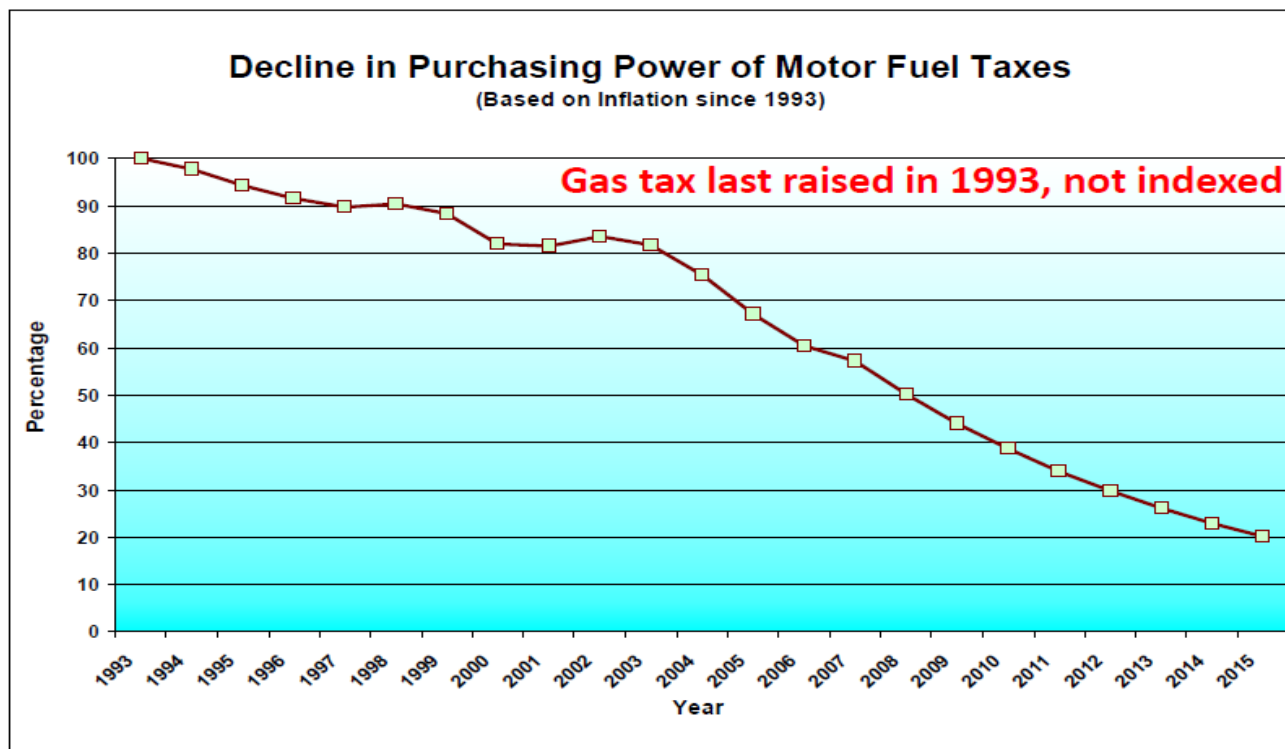
Progress Since 2003

- Design Engineering
- Right-of-Way Acquisition
- Major Project Financial Plan and Update
- Creation of Louisville and Southern Indiana Bridges Authority (LASIBA) - 2010

Why We Are Here

Lack of Conventional Funding

- Federal highway funds come from gasoline tax
- Purchasing power of federal gas tax dropping



Source: American Association of State Highway and Transportation Officials

Additional Funding to Fill Gap

- Metropolitan Transportation Plan amended to add tolling
- Bridges Authority developing financial plan



Leaders Seek Cost-Saving Measures

Governors, Mayor identified potential project savings

1. Rebuild Kennedy Interchange in place
2. Reduce East End bridge, roadway and tunnel from six lanes to four lanes
3. Complete the Big Four Bridge pedestrian / bike path under a separate project



Cost Comparisons

Project Segment	2003 Selected Alternative	2011 Modified Alternative
Section 1 - Kennedy Interchange	\$1,530.0	\$728.2
Section 2 - Downtown River Bridge	\$569.7	\$532.6
Section 3 - Downtown IN Approach	\$392.7	\$177.8
Section 4 - KY East End Approach	\$885.2	\$794.8
Section 5 - East End River Bridge	\$406.2	\$326.2
Section 6 - IN East End Approach	\$234.8	\$231.7
Other Costs ⁽²⁾	\$124.2	\$125.0
TOTAL⁽¹⁾	\$4,142.8	\$2,916.2

(Costs in \$, million)

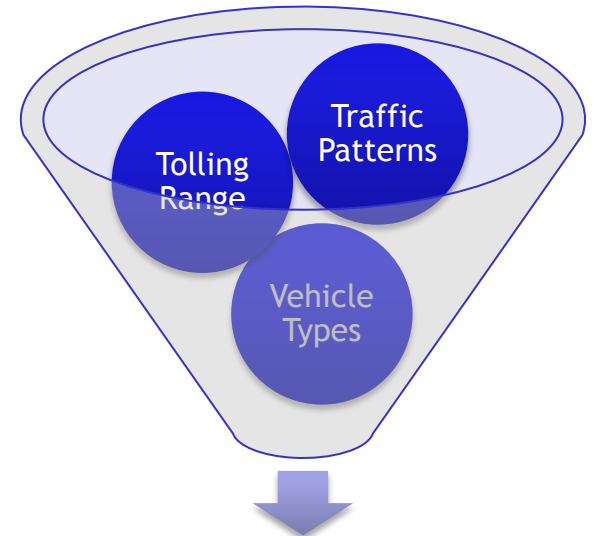
(1) Totals may not sum due to rounding

(2) Includes costs that are not section specific, including Project Oversight, Environmental Mitigation of Hazardous Materials, Wetland Remediation and Historic Preservation

- Federal requirement to review potential changes
- What are the impacts associated with:
 - Tolling
 - Implementation of cost saving ideas
- Focused effort

- Computer program to model traffic
- Range for diversion study
 - Cars, trucks, SUVs - \$1 to \$2
 - Box / panel trucks - \$2 to \$4
 - Tractor trailers - \$4 to \$8
- Actual toll rates determined through separate analysis by Bridges Authority

Travel Model



Traffic Diversion Effects

Purpose and Need

- Safety problems
- Traffic congestion
- Inefficient mobility
- Inadequate system linkage
- Planning consistency



Bottom line: Improve cross-river mobility

Proposed SEIS Alternatives

- No Action
- 2003 Selected Alternative with tolls
- 2011 Modified Alternative with tolls

Specific factors demonstrate the need for action including:

- Traffic congestion
- Traffic safety

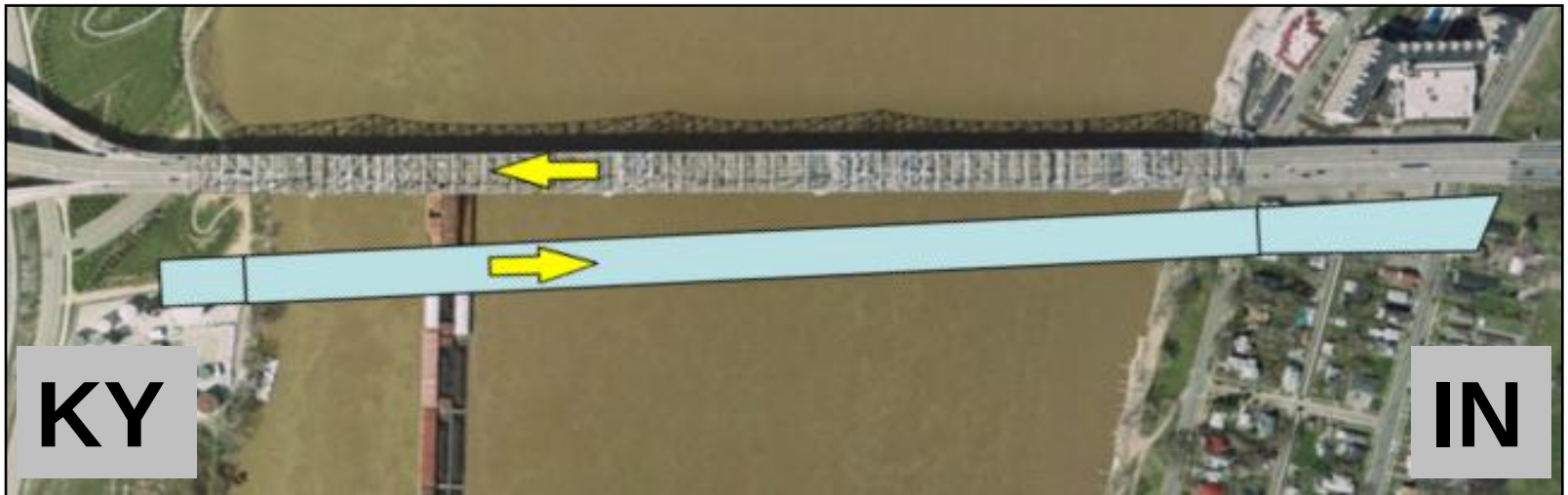
Section 2

Downtown River Bridge

Bridge Crossing Alignment

Section 2 - Downtown Bridge

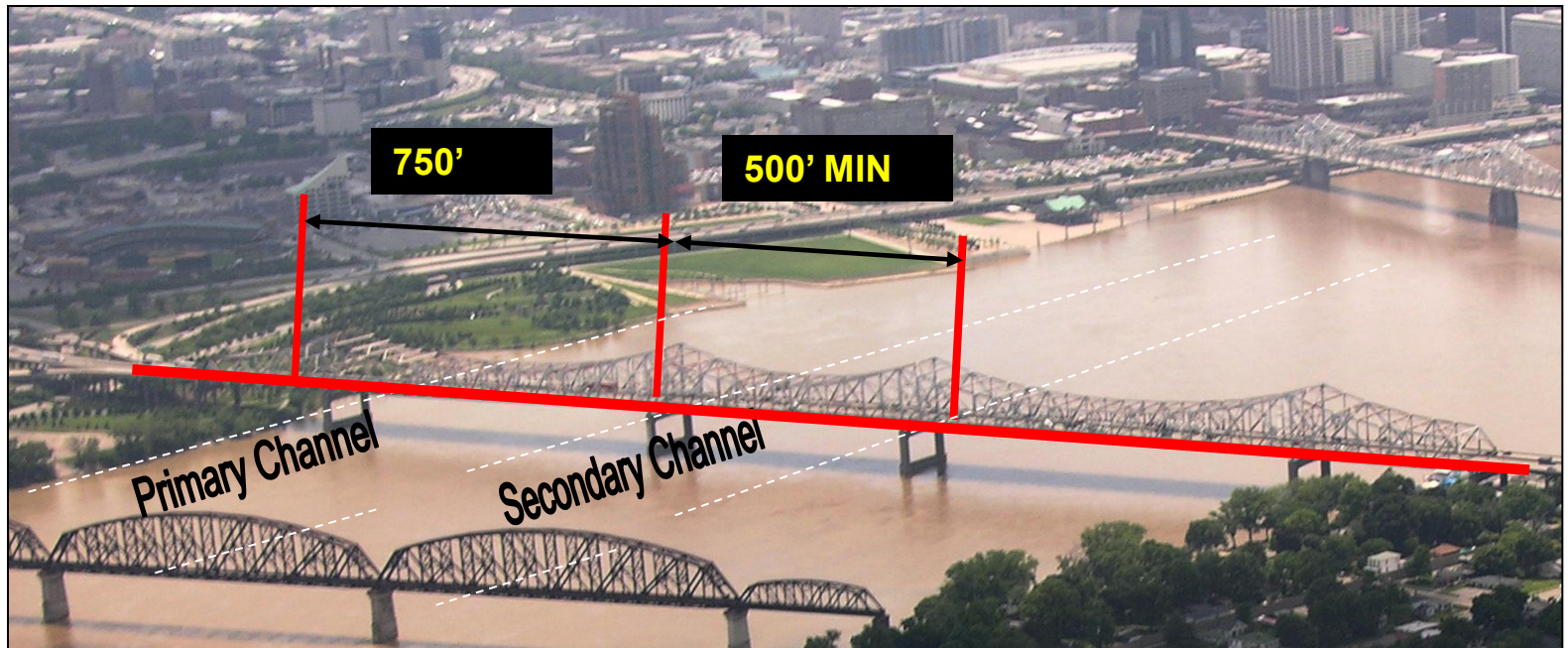
- Just East of Existing Kennedy Bridge
- Slight Skew with Kennedy Bridge
- 3300' Total Length



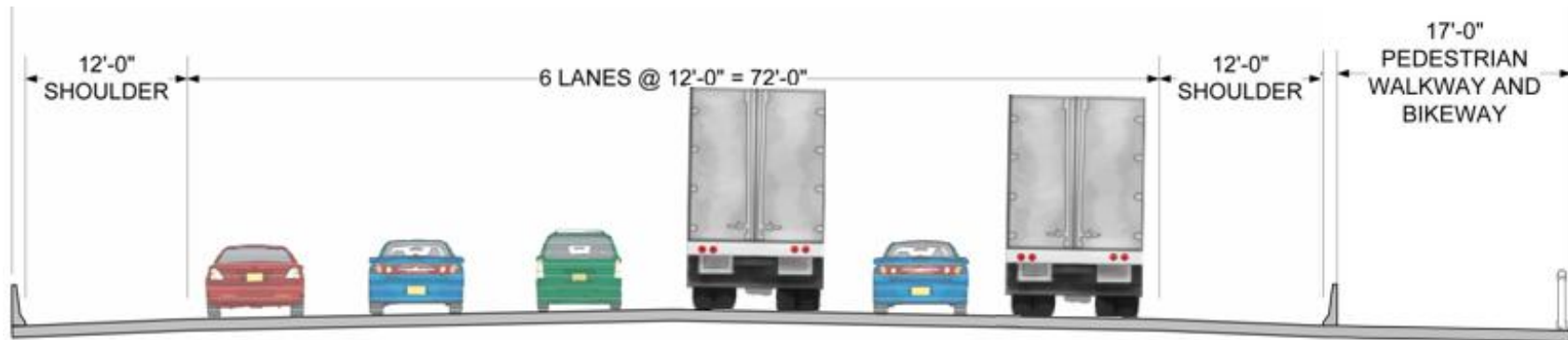
Navigation Requirements

Section 2 - Downtown Bridge

- Required by United States Coast Guard
- 71 Feet Vertical Clearance



Bridge Cross Section Including Pedestrian Walkway/Bikeway



View Looking Toward Indiana

Bridge Cross Section Without Pedestrian Walkway/Bikeway



View Looking Toward Indiana

EIS Selected Alternative



View From Pedestrian Walkway/Bikeway

Bridge Type Selection

Section 2 - Downtown Bridge

- 4 Step Public Process
- 31 Original Bridge Concepts
- 3 Bridge Type Concepts
- 14 Member Executive Committee
 - Kentucky Gov.
 - Indiana Gov.



Final Bridge Type Selection

Section 2 - Downtown Bridge

3 TOWER CABLE-STAYED



Final Bridge Type Selection

Section 2 - Downtown Bridge

3 TOWER CABLE-STAYED



EIS Selected Alternative

With sidewalk



Modified Alternative

With out sidewalk



Downtown Bridge

Modified - w/out sidewalk

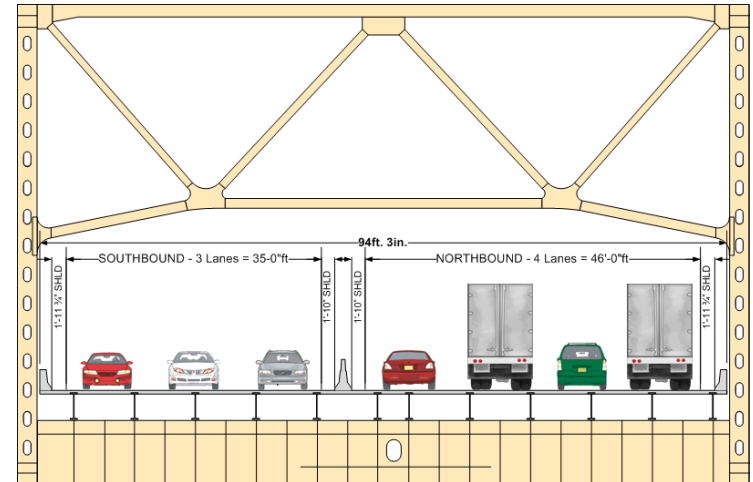


Existing JFK Bridge Rehab

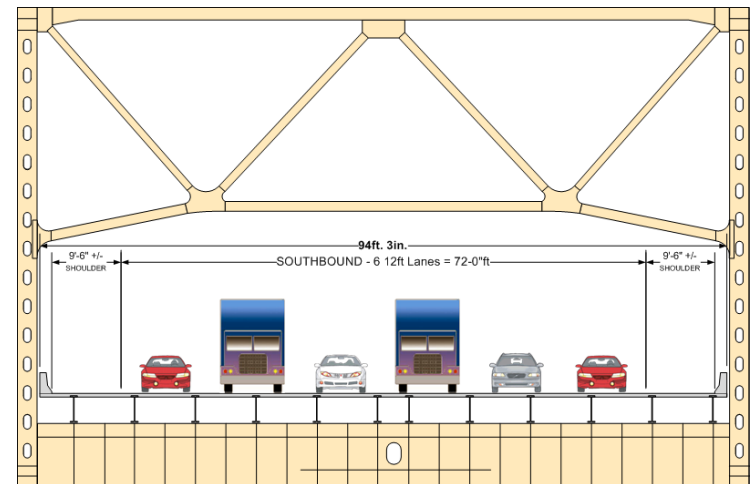
Section 2 - Downtown Bridge



- 6 Lanes Southbound Only
- Shoulders, Each Side
- Deck Replacement
- Remove Median Barrier
- New Signing
- No change to the Steel Structure



Existing Traffic Pattern

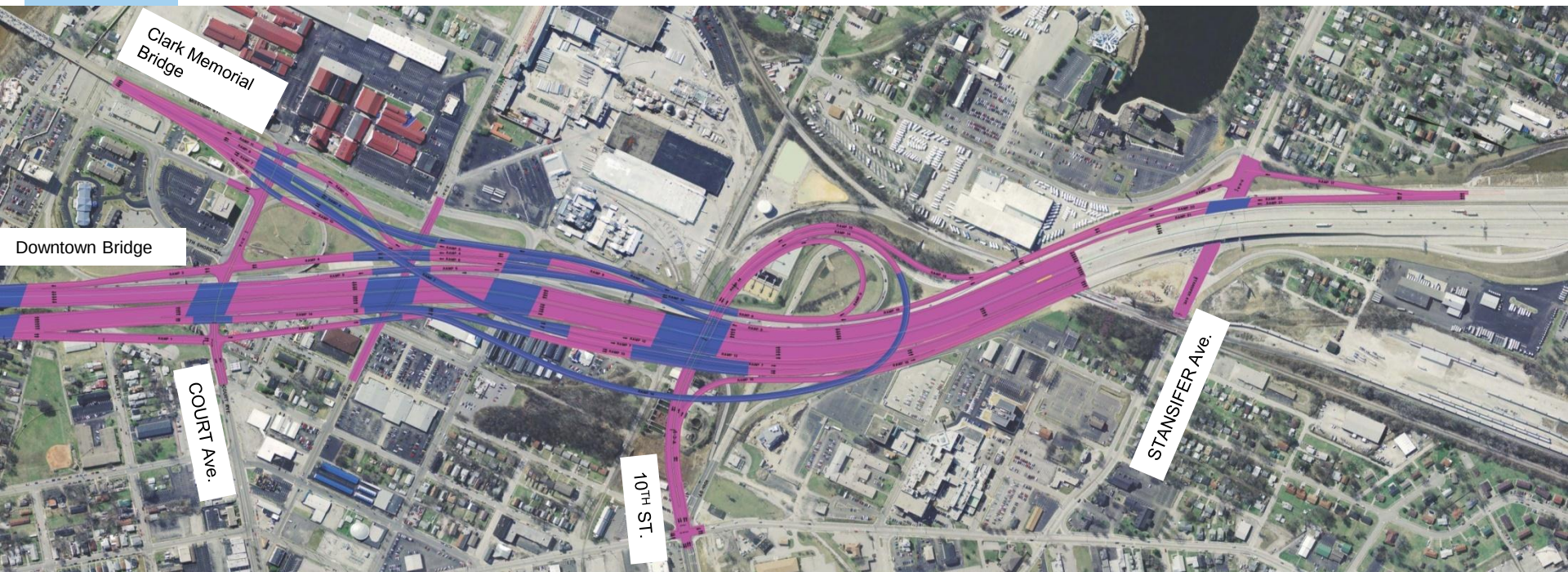


Proposed Traffic Pattern

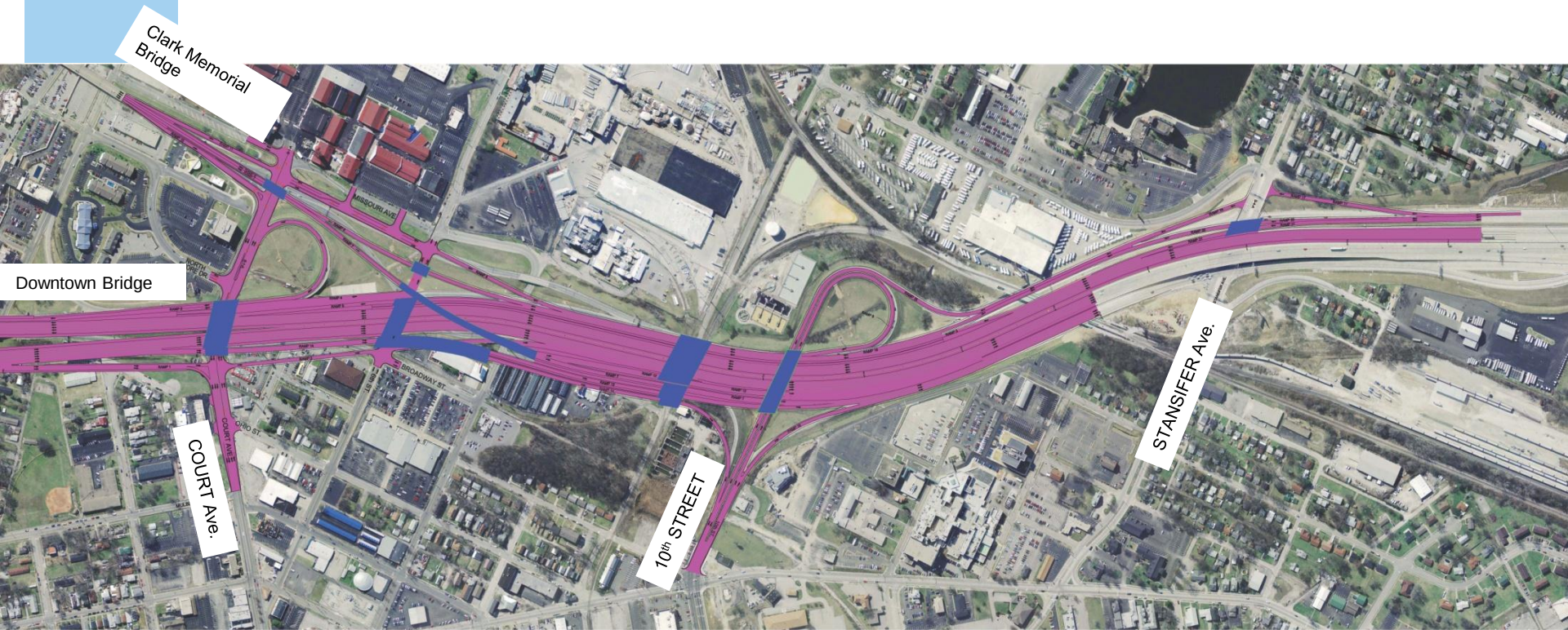
Section 3

Indiana Approach to Downtown Bridge

EIS Selected Alternative



Modified Alternative



Alternative Comparison

SECTION 3

EIS Selected Alternative

Complex bridge network for Southbound access ramps

4 lane US 31 over Court Ave. from I-65 to Clark Memorial Bridge

Reconstruct I-65 Bridge over 7th St.

Complex flyover bridge for I-65 NB exit to 10th Street

Relocate 10th St. under I-65 to the south adjacent to RR spur and 9th St.

Total bridge construction 674,500 sft.

Modified Alternative

Replace bridge network with collector-distributor roadway system

2 lane US 31 over Court Ave. from I-65 to Clark Memorial Bridge

Eliminate I-65 bridge over 7th St. provide full access on 6th St.

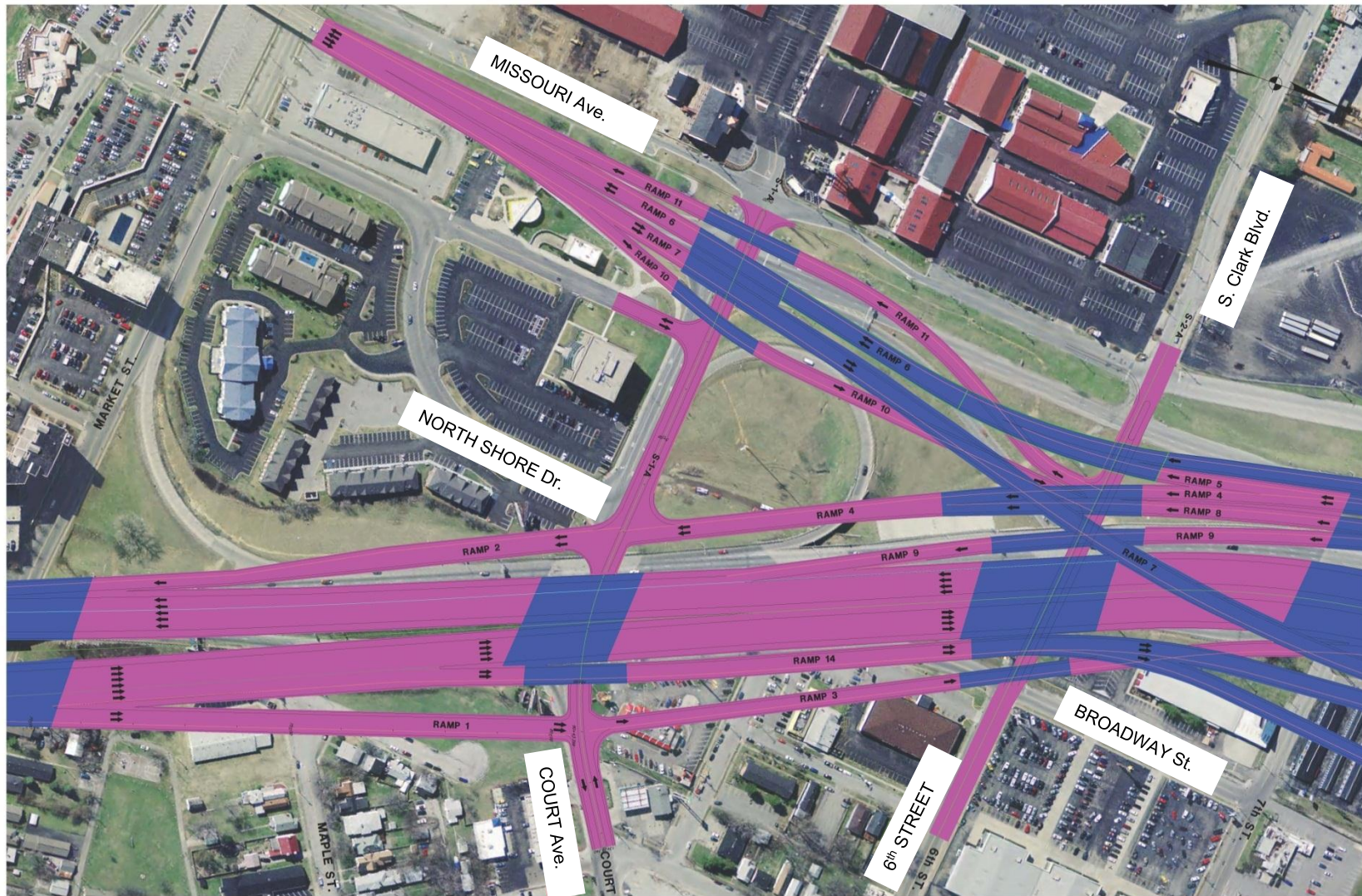
Eliminate flyover and revise NB exit to 10th Street similar to existing alignment

Reconstruct 10th St. similar to existing alignment

Total bridge construction 205,500 sft.

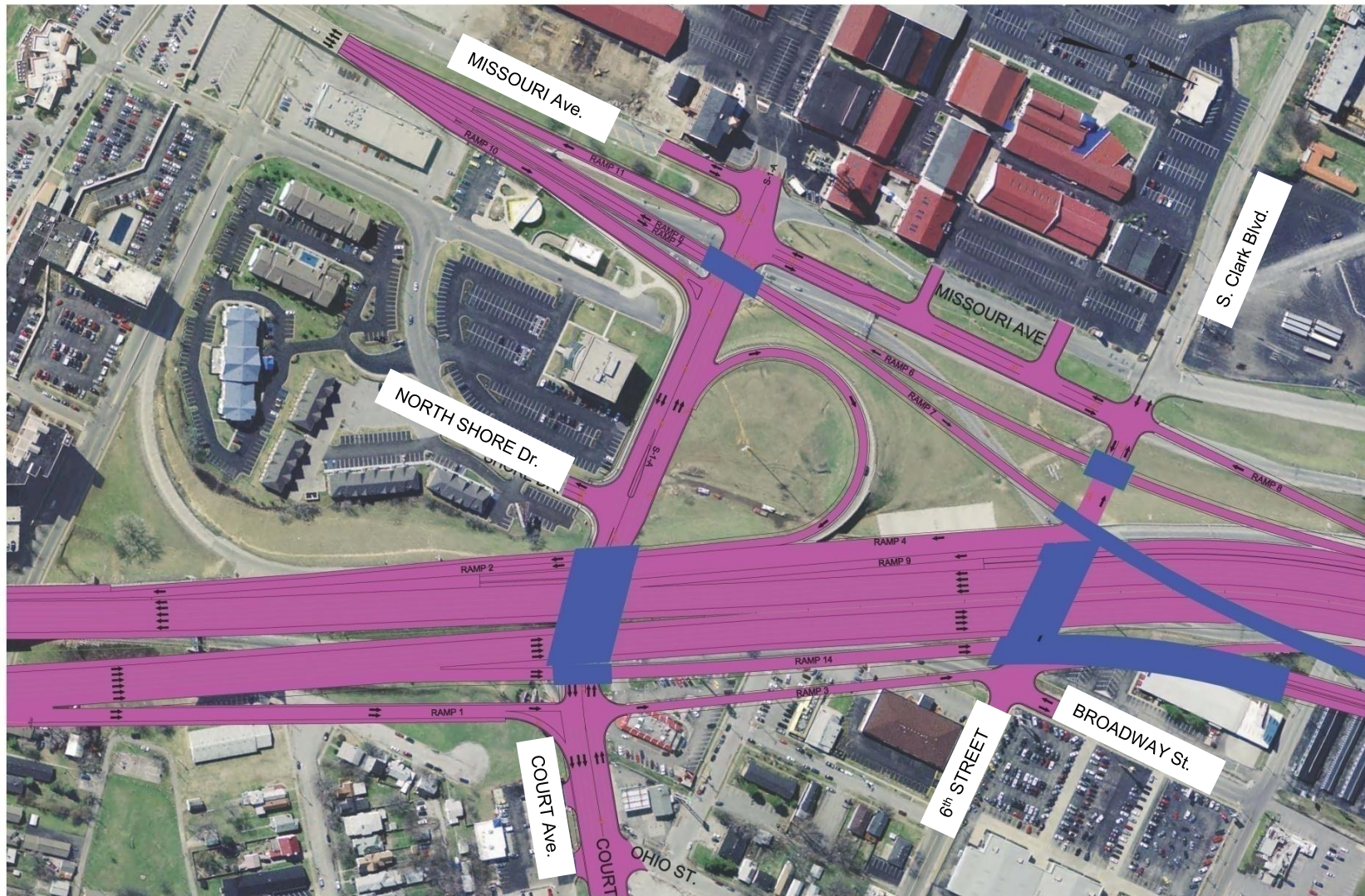
EIS Selected Alternative

COURT AVE. ACCESS



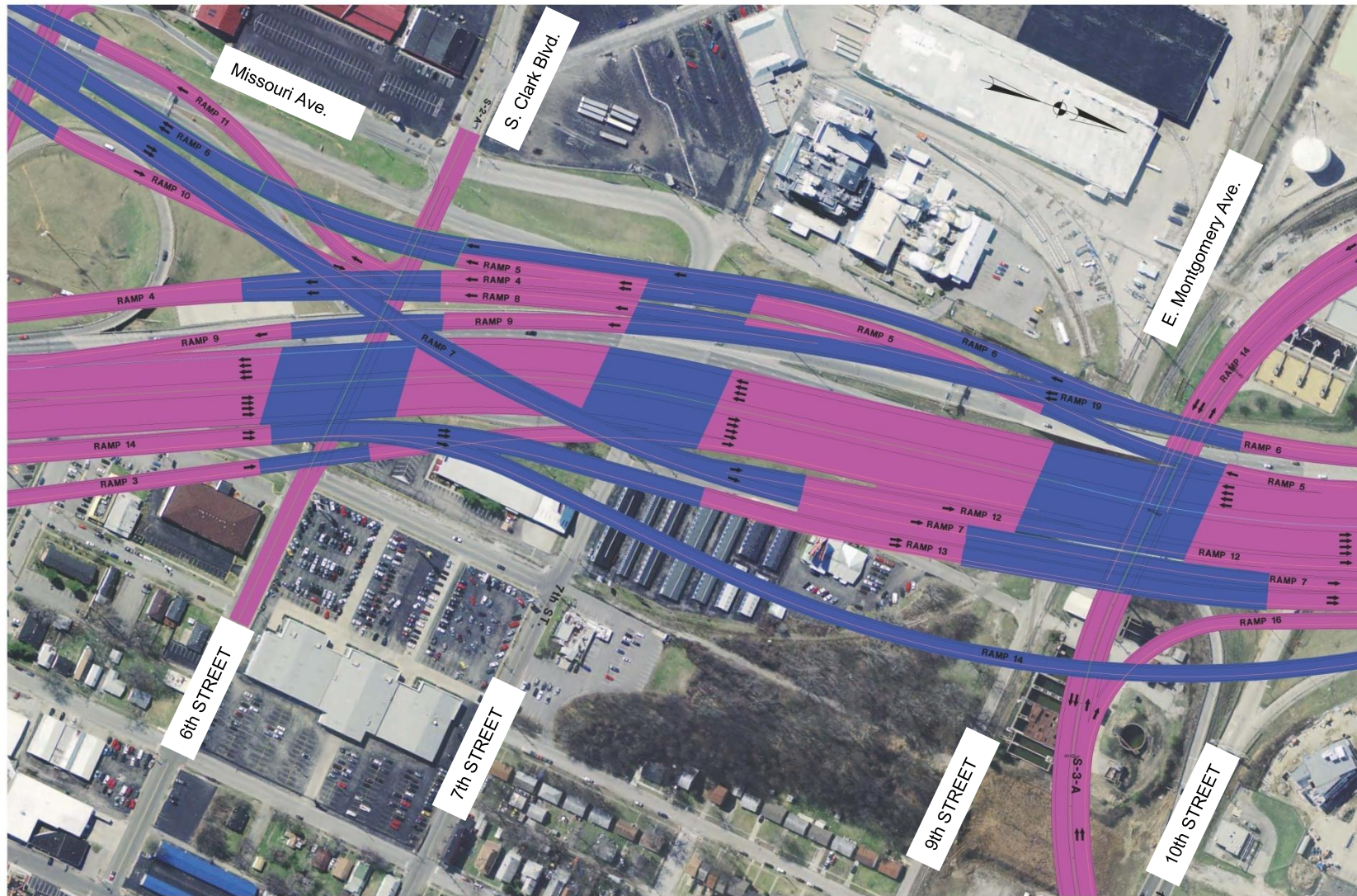
Modified Alternative

COURT AVE. ACCESS



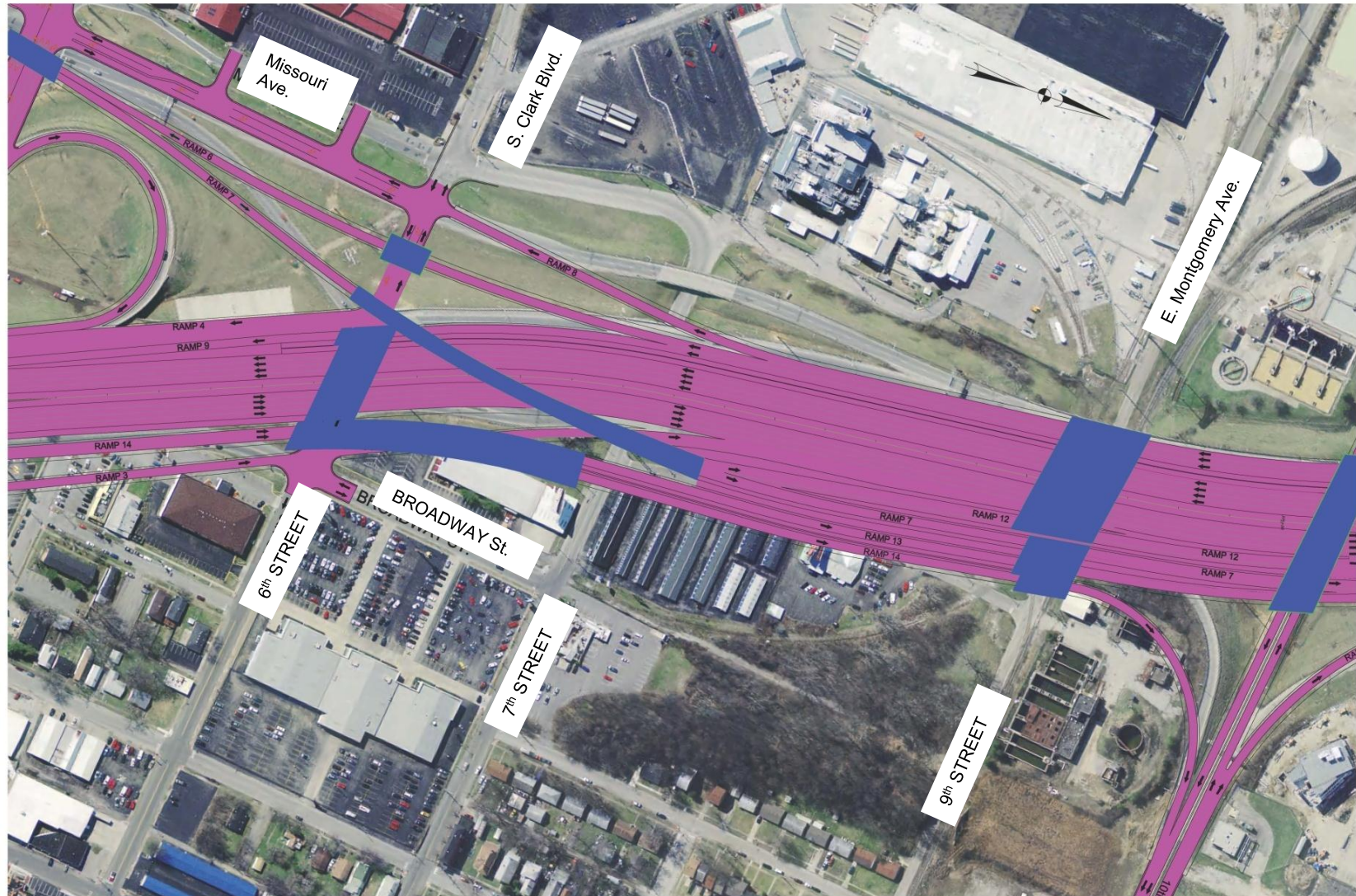
EIS Selected Alternative

6TH & 7TH STREET ACCESS



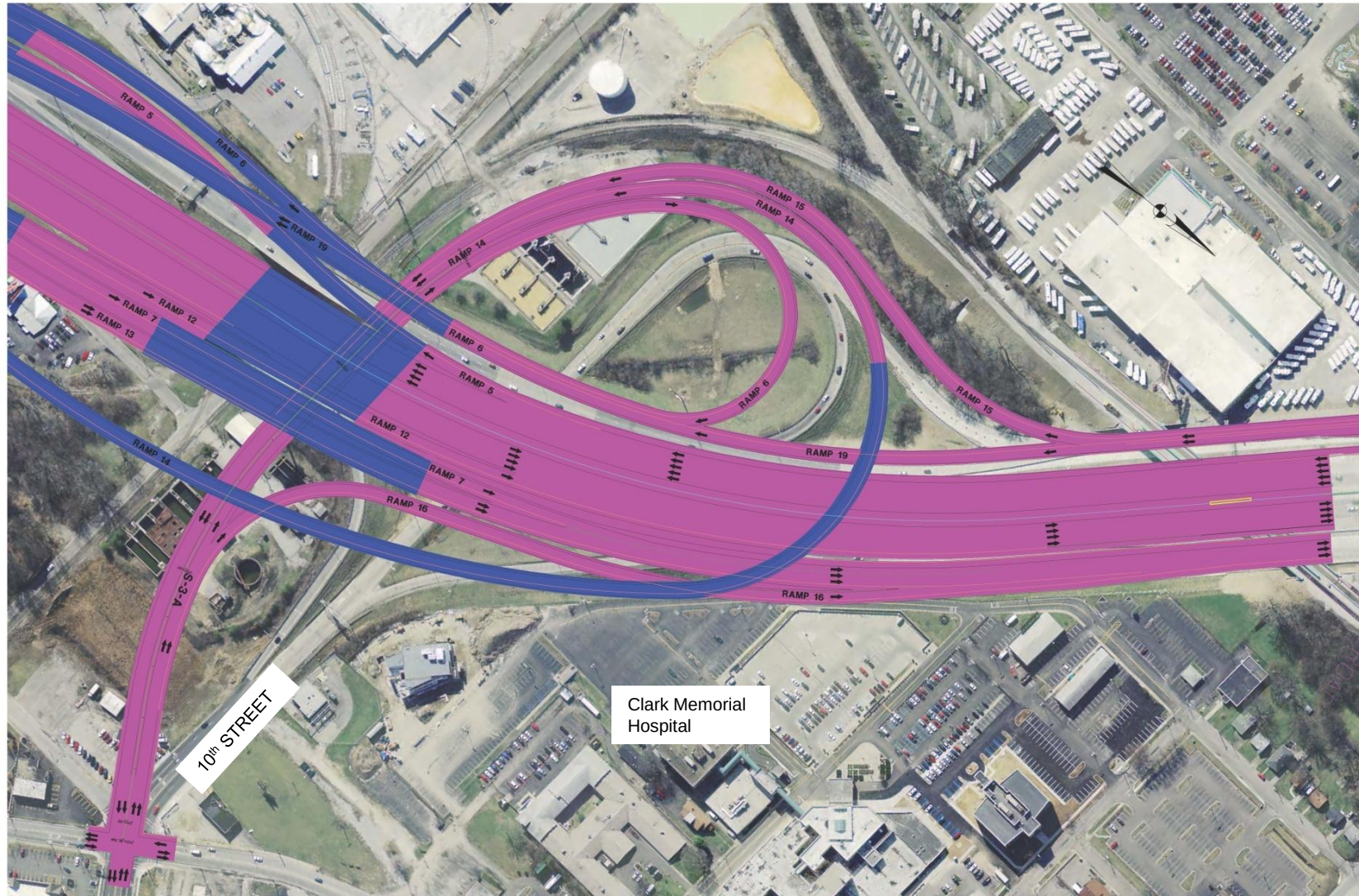
Modified Alternative

6TH & 7TH STREET ACCESS



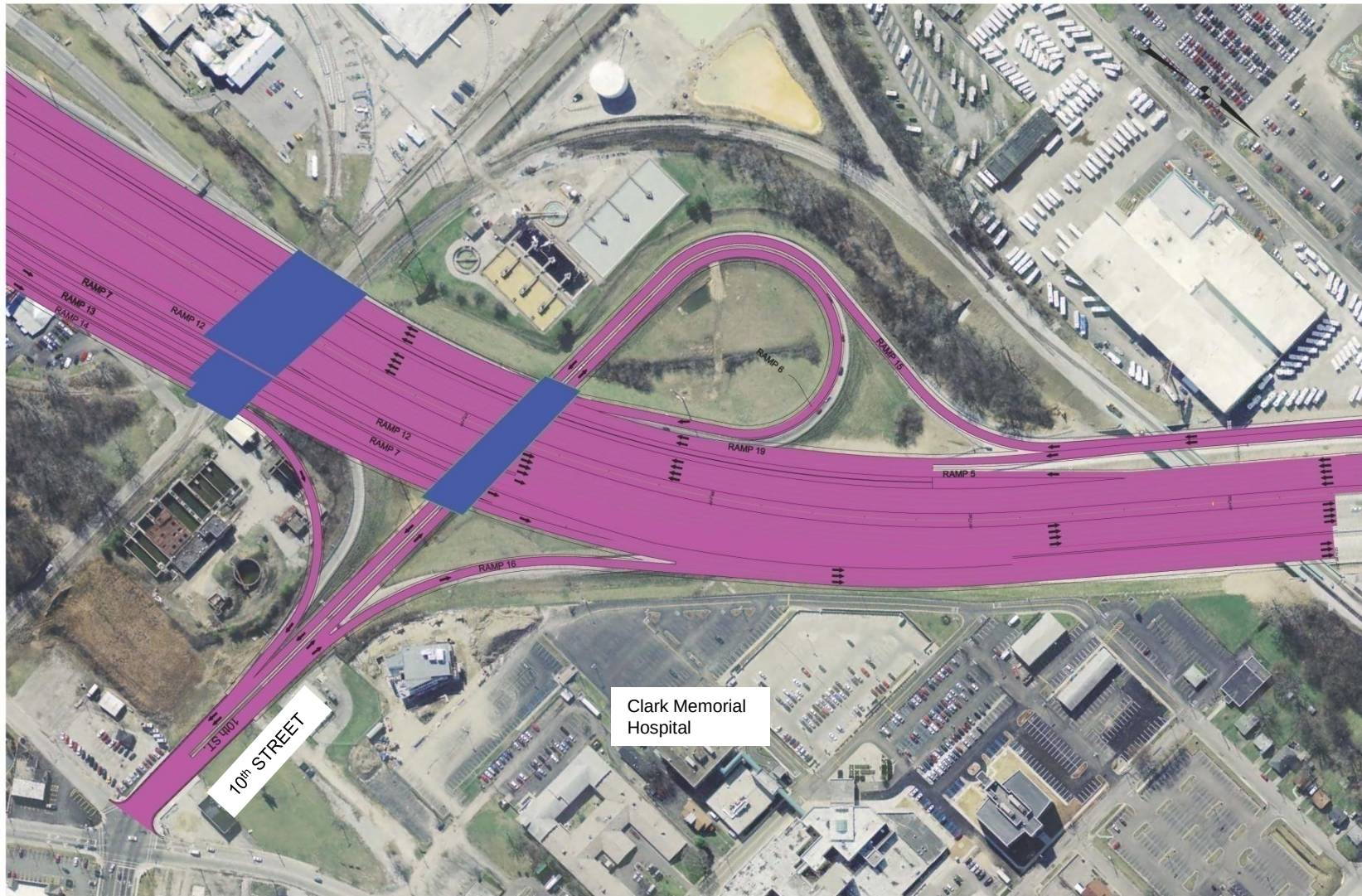
EIS Selected Alternative

10TH STREET ACCESS



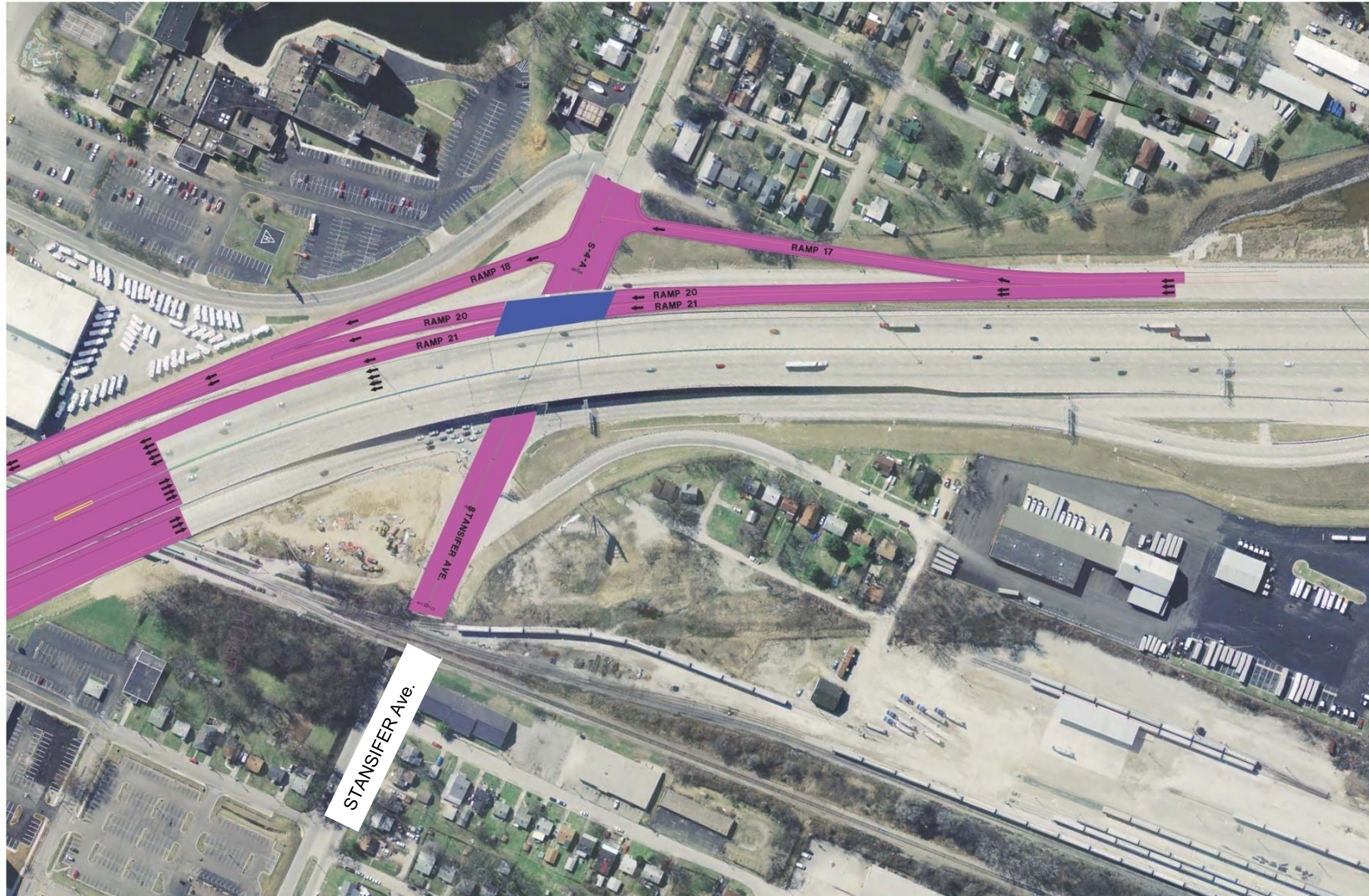
Modified Alternative

10TH STREET ACCESS



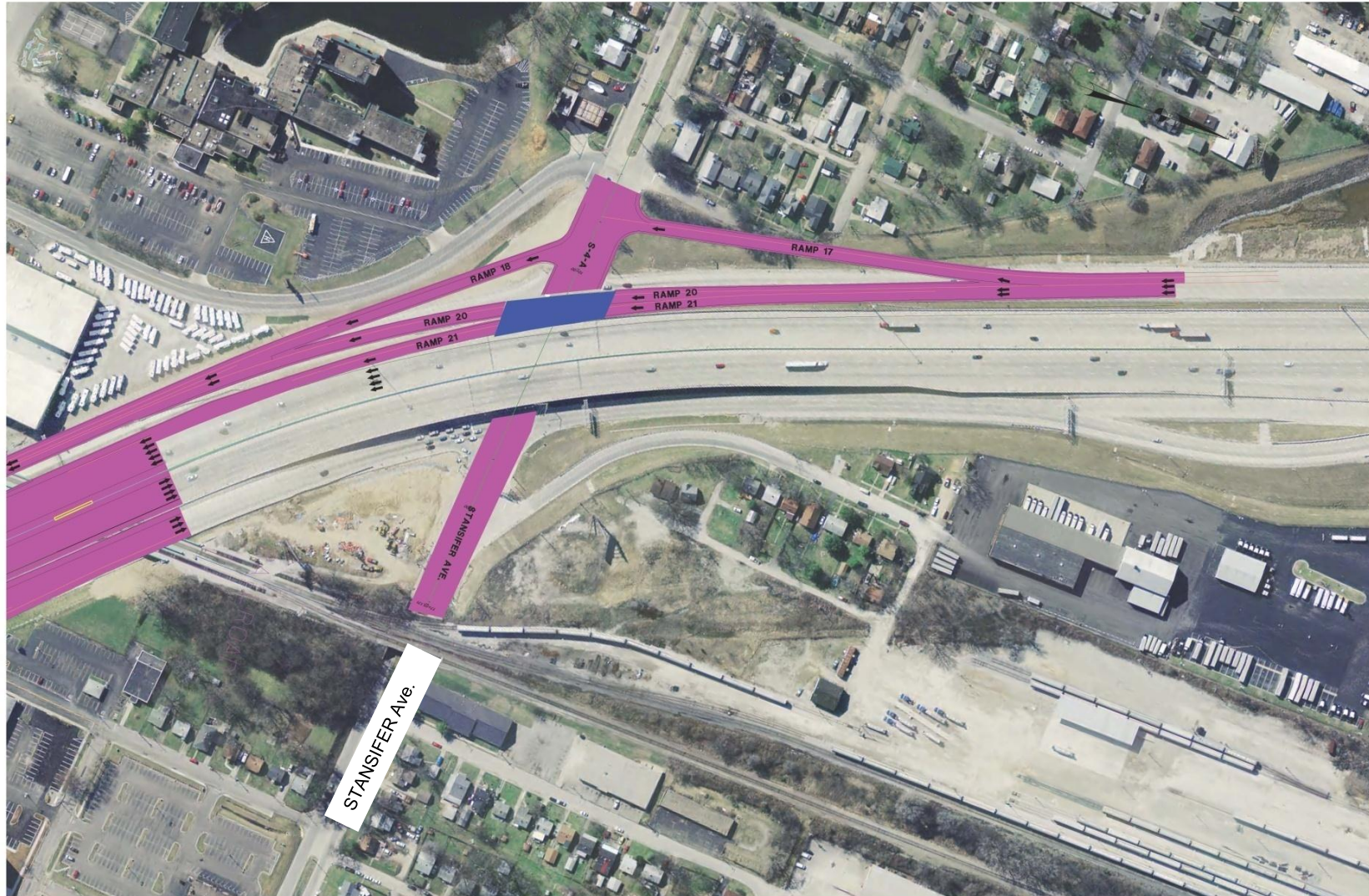
EIS Selected Alternative

SB FRONTAGE & STANSIFER ACCESS



Modified Alternative

SB FRONTAGE & STANSIFER ACCESS



Next Steps

- **Public Involvement Meetings**
- **Analysis of Alternatives**
- **Draft SEIS published**
- **Public Comment period**
- **Final SEIS published**
- **FHWA review**
- **Record of Decision**

www.kyinbridges.com

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