



# THE OHIO RIVER BRIDGES

DOWNTOWN CROSSING



## DOWNTOWN CROSSING ANNUAL CONSTRUCTION GUIDE - MARCH 2014



## OFF TO A BUSY START

Construction started in earnest in July 2013, with Walsh Construction crews working simultaneously on all three sections of the project: the downtown Louisville interchange, the Indiana approach and the new I-65 bridge.

The foundation of the new bridge rose above the surface of the Ohio River in late September. Nine piers, four on land and five in the water, will support the cable-stayed bridge.

### DOWNTOWN CROSSING BY THE NUMBERS:

- 62 new overpasses and bridges
- More than 60 retaining walls
- 440,000 tons of asphalt
- 540,000 feet of piling
- 870 beams
- More than 500 workers and subcontractors

The new, wider I-65 South corridor is taking shape in downtown Louisville. New overpasses have been built along the west side of I-65 South as crews began rebuilding the Kennedy Interchange, untangling the many weaves of Spaghetti Junction.

The first concrete bridge beams of the project were set in Jeffersonville, Ind., in December. Each of the initial beams is more than 118 feet long and weighs 67 tons.

## UPCOMING WORK IN DOWNTOWN LOUISVILLE

### SPRING 2014:

A relocated Adams Street will open, clearing the way for interstate reconstruction that will provide the transition from I-65 North to I-64 East. Crews will begin placing beams and pouring concrete decks on the new piers that have sprouted up south of the existing I-71 and I-64 split.

Construction crews will remain busy along I-65 South, creating a wider corridor for added capacity.

Crews will pour concrete for the overpass decks along the west side of I-65 South and pave the new roadway with asphalt.

### SUMMER 2014:

I-65 South traffic will switch to the new I-65 South collector-distributor – a parallel roadway from Witherspoon Street to Muhammad Ali Boulevard that will allow traffic to smoothly enter and exit the interstate when the overall project is completed.

Moving traffic to the newly constructed collector-distributor roadway will allow crews to work between I-65 South and I-65 North to build the new mainline lanes for I-65 South.





# UPCOMING WORK ON THE NEW I-65 BRIDGE

## SPRING 2014:

Construction continues on the nine piers that will support the new river crossing.

Two tower cranes, nearly 300 feet tall with 180-foot horizontal arms, will be used to pour concrete and build the tower piers.

Work will continue on the Indiana approach to the new river crossing, where the new bridge and roadways connect.

## SUMMER THROUGH END OF 2014:

Three towers will continue rising out of the center of the river. Construction on Tower 5 (nearest the Indiana shoreline) will lead the way, followed by the work on Tower 4 (center of the river) and then Tower 3 (nearest the Kentucky shore).

## TOWER 5:

By the end of 2014, Tower 5 will extend to its finished height of 230 feet above the river and 50 feet above the Kennedy Bridge.

In the fall, crews will begin setting structural steel for the cable-stayed bridge at this tower. The steel beams being installed will support the deck of the new river crossing.

Several of the stay cables for Tower 5 will be installed by the end of the year.

## TOWER 4:

Tower 4 will begin rising above the river in the summer, reaching nearly its full height by the end of the year.

## TOWER 3:

Tower 3 will begin rising above the river in the summer.



Example from Pennsylvania of the tower cranes to be used on this project.



# UPCOMING WORK ON THE INDIANA APPROACH

## SPRING 2014:

The Clark Memorial Bridge is scheduled to close in late May for about six weeks for construction of new US 31 exit and entrance ramps.

## SUMMER 2014:

Construction of the new flyover ramp from US 31 North to I-65 North will begin, requiring a new traffic pattern when the Clark Memorial Bridge reopens in July. Northbound motorists who want to access I-65 North will detour through Jeffersonville and enter using the 10th Street ramp. This traffic pattern is expected to be in place until mid-2015.

The completion of three new I-65 overpasses (at Court Avenue, 6th Street and 9th Street) will allow opening of the new 10th Street exit from I-65 North.

Opening of the new ramp will mean an earlier decision point for drivers exiting into Jeffersonville (Exit 0 or 10th Street Exit). Those drivers must be in the right lane of the Kennedy Bridge to exit.

Drivers will see another major traffic change when existing I-65 North traffic is moved over to share the current I-65 South lanes to open up the northbound lanes for new construction. I-65 from the Kennedy Bridge to Stansifer Avenue will be reduced to two southbound lanes and two northbound lanes until mid-2015.

