



**THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT  
SECTION 2, DOWNTOWN BRIDGE**

**PUBLIC OPEN HOUSES**

SEPTEMBER 20, 2005  
4:00 - 8:00 PM  
THE 300 SPRING BUILDING  
300 SPRING STREET  
JEFFERSONVILLE, IN 47130

SEPTEMBER 22, 2005  
4:00 - 8:00 PM  
FRAZIER HISTORICAL ARMS MUSEUM  
829 WEST MAIN STREET  
LOUISVILLE, KY 40202

**MEETING ATTENDEE INFORMATION**  
(Not including project team members)

TOTAL NUMBER OF ATTENDEES: 110  
JEFFERSONVILLE OPEN HOUSE ATTENDEES: 47  
LOUISVILLE OPEN HOUSE ATTENDEES: 63

ATTENDEE ORIGINS:  
CLARKSVILLE, IN: 1  
INDIANAPOLIS, IN: 1  
JEFFERSONVILLE, IN: 41  
NEW ALBANY, IN: 3  
UTICA, IN: 1  
FRANKFORT, KY: 2  
GLASGOW, KY: 1  
LEXINGTON, KY: 1  
LOUISVILLE, KY: 59

**OPEN HOUSE EVENT SUMMARY**

The Open House began in each location at 4:00 pm, and took the form of a self-guided tour of exhibit stations with two periods of facilitated presentation and discussion. Attendees were welcomed by project team members who directed them to the exhibits, staffed by team personnel. Any comments at these exhibit stations were noted and recorded by the team member(s) staffing the exhibit. At 5:00 pm and 6:30pm, a presentation and discussion on project design guidelines took place. The presentation provided an overview of project parameters, design guidelines, and referred to upcoming events; at which point team members opened the floor for comment and discussion in order to gather public input on the design guidelines that were presented. Each meeting was ADA compliant, signed, and a tape recorder was available for members of the public

who chose to express comments in that manner. Below is the information that was presented, shown abridged:

**Self-Guided Tour of Exhibit Stations**

- About the Project
- Team Information
- The Bridge Type Selection Process
- Public Involvement
- Context Sensitive Design Guidelines
- Project Parameters
- Bridge Types
- Environmental Issues
- DBE (Disadvantaged Business Enterprise) Involvement
- “View of the Bridge” Interactive Exhibit

**PowerPoint Presentation**

- Project Parameters
  - Prescribed Alignment
    - Prescribed Alignment
    - Immediately Next to & East of Existing Kennedy Bridge
    - Slight Skew with Kennedy Bridge
  - Required Clearances
    - 800 ft. Minimum Horizontal Navigational Clearance
    - 71 ft. Minimum Vertical Navigational Clearance (at Normal Pool)
  - Bridge Cross-Section
    - Six 12’-Northbound Lanes + Shoulders
    - Sidewalk/Bike Path (Upstream)
    - Bridge Width – Minimum of 115’
  - Environmental Commitments

Design is required to adhere to commitments of the project Memorandum of Agreement and the Record of Decision, including:

    - Noise
    - Parkland 4(f)
    - Historic Structures (MOA)
    - Waterway Permits
  - Cost
    - Projected \$203 M for Construction
- Project Design Guidelines
  - Navigational Guidelines
    - New bridge piers must be placed at least 200 feet outside the channel piers of the existing Kennedy Bridge
  - Environmental Guidelines
    - Design should minimize impacts to historic properties (Federal Section 106 law)

## *Downtown Bridge - Section 2: Open House Event Summary, September 20 & 22, 2005*

- Relocated Properties as identified in the Final Environmental Impact Statement and Memorandum of Agreement (FEIS/MOA)
- Design should minimize acreage impacted in the surrounding parks
- Cannot exceed the maximum allowable acreage of impact identified in the FEIS/MOA
- Design of approaches should provide noise mitigation consistent with Sections 1 and 3 (entrance and exit ramps and interchanges)
- Constructibility: What We've Heard
  - Design should minimize temporary staging, storage of materials, and other park impacts
  - Design should minimize vibration caused by deep foundations on or near the bridge approaches on either side of the river
  - Design schedule should be consistent with the project timeline
- Budget Guidelines
  - The new Downtown Bridge design needs to consider long-term maintenance and bridge inspection costs
- Structural Guidelines
  - New bridge piers at the banks of both sides of the river should be designed to minimize debris collection
- Highway and Pedestrian Guidelines: What We've Heard
  - New bridge pedestrian/bicycle paths should be user-friendly, maximize the feeling of safety and separation from traffic lanes, and encourage bicycle and pedestrian use
- Aesthetic/Context Sensitive Guidelines: What We've Heard
  - Design should reflect and emphasize creativity and state-of-the-art technology
  - Clean, simple, elegant construction
  - Aesthetics of new bridge approaches should be compatible with the surrounding area
  - The new Downtown Bridge should not have excessive height and should not overpower its surroundings
  - Design should focus on enhancing and preserving river views
  - Optimize bridge views from the surrounding neighborhoods
  - Piers should be integrated with park landscape
  - Design of the new bridge's underside should respect the views of pedestrians in the parks and boaters on the river
  - Bridge lighting should be subtle and non-intrusive to neighborhoods
- Step 1 and Step 2 Events
  - Open Houses:
    - November 29 & December 1, 2005 – *Bridge Concepts*
    - Early 2006 – *Bridge Alternatives*
  - Area Advisory Team/Regional Advisory Committee Meetings:
    - November 3, 2005
    - Winter 2006
    - Spring 2006

## *Downtown Bridge - Section 2: Open House Event Summary, September 20 & 22, 2005*

- Stay Involved: Contact Us!

### **Project Design Guidelines Comments: Jeffersonville, IN September 20, 2005**

Project team members then solicited and registered the following input about the Project Design Guidelines from the PowerPoint presentation:

#### Comments on Constructibility Guidelines

- Construction materials storage is very important; construction must not impact park land.
- Take rusting of construction materials into account (bridge with minimal maintenance).
- Designers need to ensure that the bridge is built to deter birds from nesting in the underside.
- When presenting to the public, please avoid the use of excessive acronyms.
- Try to avoid 24-hour a day construction.
- Look into building the bridges off-site, sending the completed structures via barge and placing them on-site.
- Please choose a medium that does not have to be painted often! (Concrete suggested)
- Provide some sort of incentive to reward following construction timelines.
- Ensure that color is mixed into concrete, if that is the medium used.
- Try to keep noise impacts as low as possible.

#### Comments on Budget Guidelines

- The new bridge should use a material that does not need repainting, which can keep maintenance costs at a minimum.
- Look into a coating of sorts that could reduce need for painting/cleaning.

#### Comments on Structural Guidelines

- Some piers are more prone to collecting river debris than others (e.g. round vs. square, etc.); the design team should select a pier type that prevents debris from gathering.
- It seems that current piers may collect more debris than others, according to comments in previous meetings.
- Need to ensure that structural guidelines are in accordance with seismic zones.

#### Comments on Highway and Pedestrian Guidelines

- The bike/ped lane must feel safe and have a defined barrier from the Interstate.
- This element should be eliminated from the new bridge design, as there is already a bicycle/pedestrian path planned on the Big Four Bridge.
- If the bike/ped path is not eliminated, how will it be accessed? Ingress and egress need to be considered, the parks should not be excessively impacted.
- A bike/ped lane on this new bridge is a duplication, considering that there will be a bike/ped path on the Big Four Bridge.
- Use the bike/ped lane during local events such as races, etc., instead of closing the 2<sup>nd</sup> Street Bridge.

## ***Downtown Bridge - Section 2: Open House Event Summary, September 20 & 22, 2005***

- Ensure high rail to guard against potential jumpers.

### Comments on Aesthetic/Context Sensitive Design Guidelines

- The new bridge should not be too dissimilar from the existing bridges. The parallel bridges (new bridge and Kennedy Bridge) should compliment one another.
- The new bridge design should reflect the personality of both cities (Jeffersonville, Louisville).
- Not a truss bridge! The existing truss bridges are unattractive. The new bridge design should detract from the unappealing existing bridges.
- Existing bridges represent the times in which they were built. The new bridge needs to reflect the fact that this is the 21<sup>st</sup> century.
- Enhance the view from the Ohio River.
- It is important to ensure beautification of the bridge underside, unlike existing bridges.
- With the different pier type (only one pier in the middle as opposed to four piers on the existing bridges) the new bridge will already be unlike the others – so the new bridge should be distinctive from its surroundings.
- Motorists should remember the bridge while passing through the area.
- Create a bridge that is for the neighborhoods, not for travelers coming through the area.
- Create a bridge that geared towards both local and through traffic.

### **Project Design Guidelines Comments: Louisville, KY September 22, 2005**

Project team members then solicited and registered the following input about the Project Design Guidelines from the PowerPoint presentation:

### Comments on Constructibility Guidelines

- Construction needs to take into account major events in the area (stadium games, Derby, etc.)
- It is very important that construction staging be equalized on either side of the bridge.
- The river should be used to carry previously constructed bridge materials and placed on-site, in order to minimize the effects of construction on river shores.

### Comments on Budget Guidelines

- Designers need to consider state-of-the-art construction materials in order to reduce need for bridge maintenance.
- Ensure that the new bridge does not have to be painted much!

### Comments on Structural Guidelines

- Team needs to take into consideration barge impacts on piers.
- Think about adding moorings around piers for recreational purposes or barge tie offs.

### Comments on Highway and Pedestrian Guidelines

- Ingress and egress onto the bike/ped lane is crucial.
- Accessibility should be the focus, in order to promote a user-friendly lane

## *Downtown Bridge - Section 2: Open House Event Summary, September 20 & 22, 2005*

- Safety is critical element, barrier must withstand roadway impacts.
- Bike/ped walkway is redundant with the Big Four bridge opening up for cyclists and pedestrians.

### Comments on Aesthetic/Context Sensitive Design Guidelines

- Must ensure creativity – “clean and simple” lines could prove to be boring design.
- A landmark/icon bridge would be preferable.
- Form should follow function (not too contrasting with environment)
- Bridge should be compatible, but emphasize state-of-the-art technology.
- Bridge design should be distinct, yet visually connected to the surrounding bridges.
- Historic and modern can work very well together: create a new bridge that is full of contrasts!
- A bold, landmark bridge should be considered in terms of tourism – a definitive “Louisville Structure” like the Golden Gate Bridge or St. Louis Arch.
- Unique bridges make a city memorable!
- Think about an overlook on the pedestrian walkway.

## COMMENT SHEETS

### Do you have any further comments to add to the discussion tonight about Bridge Design?

#### *Preliminary Bridge Design and Context Sensitive Design Guidelines*

- The Mayor of Jeffersonville recently announced that funding has been received to provide bicycle paths and walkways over the big four bridge, so why should we spend a lot of money to duplicate this on the new bridge?
- Lighting should not be too elaborate; again maintenance costs have to be considered.
- If at all possible, use construction materials that will never need painting.
- Please build a beautiful, graceful bridge. My personal preference would be an arch style.
- Excellent presentation! Look forward to more in-depth discussion.
- I did not hear anyone mention the inclusion of a public transportation element in the bridge design. I think it is incredibly short-sighted to design a bridge without a public transit element, especially considering rising fuel costs and the nonrenewable and limited supplies of oil and gas looking twenty years in the future. It is shortsighted and perhaps even naïve to believe that single-occupant motor vehicles will be the primary mode of transportation well into the future.
- Design to mitigate traffic noise near and under approaches, to control storm water drainage from bridge and approaches and to minimize impact of bridge lighting on adjacent community – in short, be sensitive to the setting.
- Truss design seems to fit best with other bridges up and down the river near downtown Louisville.
- Don’t forget to get input from the color selection gurus at Waterfront Development Corporation.
- Encourage Jeffersonville to prohibit billboards along the Interstate.

## *Downtown Bridge - Section 2: Open House Event Summary, September 20 & 22, 2005*

- Design – I think the bridge design should have a personality – to reflect the city’s personality.
- Have an overlook or observation point on the bridge by this bicycle/pedestrian way.

### Do you have any suggestions for our future Open Houses: time, location, other comments?

- 300 Spring Street is the most convenient location used so far. There is ample parking, and the interior provides space for display materials. Try to meet here again.
- This was a good venue! (300 Spring)

### Other ideas/suggestions?

- My biggest concern is that the people of Louisville will not be open to the idea of a more contemporary bridge. I would hope that people can think of the bridge as more than something that gets you from Point A to Point B. Think of it in a greater context...I would like to see this bridge design continue to push the envelope, and create an experience for the participant. The bridge is more than an image on a postcard of our city – but instead it is something we experience, from several vantage points. (Below, while boating, running/biking/driving – and as a foreground element while viewing our city from Waterfront Park). As a city, we should want a bridge that fits into its surroundings – its new surroundings (Ali Center, new stadium, etc.) This bridge could compliment our new architecture. The new bridge will be here for several hundred years to come, and we already have several iconic bridges of the past! Let’s design something more forward and advanced. The bridge is a threshold of sorts that connects us to the North...becoming a gateway to our city. Allow the new bridge to announce to visitors that they have arrived in our city...a city that is rooted in tradition and history, but one that is capable of looking toward the future. And for what it’s worth – I like the images provided of the A-shaped tower bridge, and the asymmetrical arrangement. Thank you.
- Would like to see the public input on surrounding new parks and landscaping, and the bridge design.