



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

**PUBLIC OPEN HOUSES**

NOVEMBER 29, 2005

4:00 - 8:00 PM

FRAZIER HISTORICAL ARMS MUSEUM

829 WEST MAIN STREET

LOUISVILLE, KY 40202

DECEMBER 1, 2005

3:00 - 8:00 PM

THE 300 SPRING BUILDING

300 SPRING STREET

JEFFERSONVILLE, IN 47130

**MEETING ATTENDEE INFORMATION**

TOTAL NUMBER OF ATTENDEES: 189

LOUISVILLE OPEN HOUSE ATTENDEES: 79

JEFFERSONVILLE OPEN HOUSE ATTENDEES: 110

ATTENDEE ORIGINS:

EDGEWOOD, KY: 1

GEORGETOWN, IN: 1

LA GRANGE, KY: 1

LEXINGTON, KY: 3

LOUISVILLE, KY: 85

PROSPECT, KY: 1

SHELBYVILLE, KY: 1

BORDEN, IN: 1

CHARLESTOWN, IN: 3

CLARKSVILLE, IN: 3

FLOYDS KNOBS, IN: 2

JEFFERSONVILLE, IN: 79

NEW ALBANY, IN: 6

SELLERSBURG, IN: 1

UTICA, IN: 1

**OPEN HOUSE EVENT SUMMARY**

The Open House began at 4:00 pm in Louisville and at 3:00 pm in Jeffersonville. Each event began with a brief self-guided tour of bridge type exhibits, where attendees were welcomed by project team members and then directed to the electronic polling preference area. At 5:00 pm and 6:30 pm in Louisville, a brief presentation was followed by an electronic polling session to rate preferences for 31 possible bridge concepts. In Jeffersonville, the presentation and polling sessions occurred at 3:30 pm, 5:00 pm and

*Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

6:30 pm. The 3:30 polling session was added due to the “Light up Jeffersonville” event occurring that evening. At both Open Houses, comments on the 31 bridge concepts were noted and recorded by the project team. Below is the information that was presented, bridge type concept preferences noted, and comment sheets submitted:

***DOWNTOWN BRIDGE: CONCEPT DEVELOPMENT***

- **Welcome/Introductions**
- **Project Parameters**
- **Bridge Type Preference Polling**

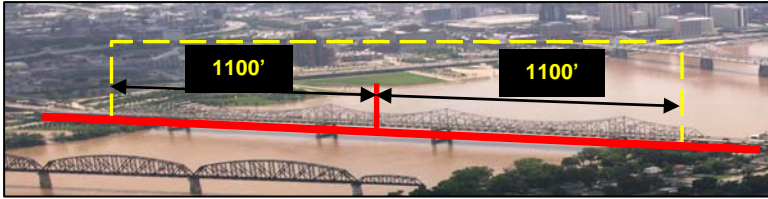
**Project Parameters**

- Selected Alignment
  - Immediately Next to & East of Existing Kennedy Bridge
  - Slight Skew with Kennedy Bridge
- Bridge Cross-Section
  - Six 12'-Northbound Lanes + Shoulders
  - Sidewalk/Bike Path (One Side of Bridge)
  - Bridge Width – Minimum of 115'
- Environmental Commitments

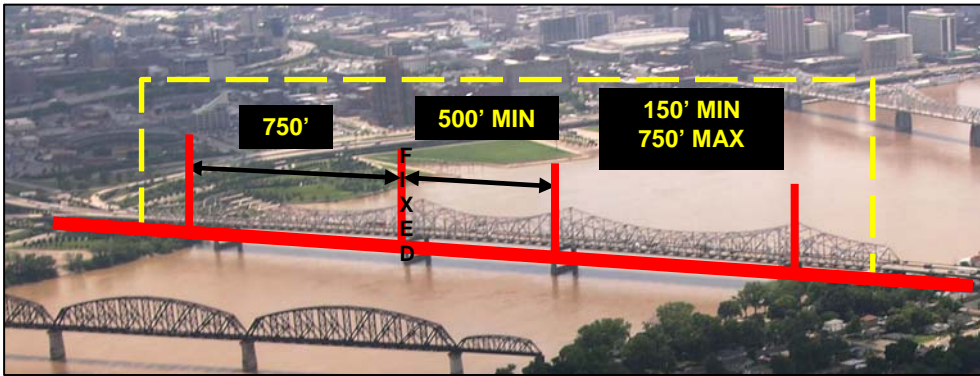
Bridge design is required to adhere to the commitments of the Final Environmental Impact Statement and the project Record of Decision, regarding:

  - Noise
  - Parkland 4(f)
  - Historic Structures (MOA)
  - Waterway Permits
- Cost
  - Projected \$203 M for Construction
- Required Clearances
  - 670 ft. Minimum Horizontal Navigational Clearance
  - 71 ft. Minimum Vertical Navigational Clearance (at Normal Pool)
- Navigational Guidelines
  - Old Span: 1100' between center pier
  - New Span (per Coast Guard): 750' from the Kentucky side pier to fixed pier; 500' minimum to the next pier; 105' minimum/750' maximum to the Indiana side pier (see images below).

*Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*



*Old Span*



*New Span*

- Bridge Types
  - Truss
  - Arch
  - Cable-Stayed
  - Box Girder
    - New Box Girder bridge addition; replacing Suspension Bridge.
    - Suspension Bridge most viable only with old preferred spans.
    - Box Girder most viable with revised Coast Guard regulations and new pier spans.
  
- Box Girder
  - Typically deeper at piers
  - Steel or Concrete
  - Top down construction
  
- Next Steps
  - Open Houses:
    - November 29 & December 1, 2005 – *Bridge Concepts*
    - Spring 2006 – *Bridge Alternatives*
  - Area Advisory Team and Regional Advisory Committee Meetings:
    - November 3, 2005
    - Winter 2006
    - Spring 2006
  - DBE Community Meeting:
    - December 8, 2005

### **Bridge Concept Preference Polling**

The Design Team then obtained feedback from Open House attendees on 31 bridge concepts using a broad set of visual bridge “samples” and an electronic polling system to evaluate members’ preferences, the results of which are listed below according to bridge type. *(Note: for images of each bridge polled, please see attachment. Comments on each concept are bulleted from positive to negative).*

#### ***Arch***

##### Image # 2: Tied Arch with Two Unequal Spans

- Doesn’t replicate but reflects the rhythm of the surroundings.
- The arches give it more of a flow.
- Like the flow.
- Minimizes the metal and paint to take care of.
- Like the simplicity but a balance could be created with symmetrical arch spacing.
- Not symmetrical, seem out of place.
- Asymmetrical – a negative trait.

##### Image # 4: Tied Arch with Three Spans

- Contrast of shape to the Kennedy Bridge, different beat to the other bridges.
- Pulls in elements of both the Kennedy and the Big Four Bridges.
- Nice that it is symmetrical.
- Looks a little old fashioned.
- Symmetry and openness are there, inclined arch would look more 21<sup>st</sup> century, but this says 20<sup>th</sup> century.
- Don't like the crisscross cables.
- Looks fussy, too busy.

##### Image # 6: Basket Handle Arch with One Span

- Contrast.
- If we had to have a super structure, it's good to minimize and simplify it.
- Materials might have a bearing on liking it or not.
- Lopsided.
- Out of balance.
- McDonald's on the river.
- Same kind of ugly piers that the Kennedy Bridge has.
- Overpowering perspective from Jeffersonville.
- High maintenance.

##### Image # 7: Two Span Basket Handle Arch with Unequal Spans

- Asymmetrical, extra piers on the right.
- Out of balance.
- Looks like it's been built somewhere else.

*Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

Image # 8: Two Span Basket Handle Arch with Equal Spans

- Asymmetrical – negative.
- Looks like a bridge you brought from somewhere else.

Image # 9: Three Span Basket Handle Arch

**(Placed Fourth in Overall Visual Preference)**

- Progressive design.
- Echoes three spans of Kennedy Bridge.
- Symmetrical, flows.
- Compatible with other frames of other bridges.
- Very graceful design.
- Similar elevation profile to other bridges.
- Very artistic.
- Fewer piers.
- The piers line up with the Kennedy Bridge.
- Different than anything else.
- Like the basket handles.
- Nice contrast with the existing Kennedy Bridge.
- It is not too tall.
- Progressive.
- Echoes the Kennedy Bridge.
- Like the arches.
- Elegant arches.
- Doesn't look right next to the Kennedy Bridge.
- It replicates the Columbus Bridge (too similar).

Image # 10: Basket Handle Arch with Three Equal Spans

**(Placed Fifth in Overall Visual Preference)**

- Symmetrical, balanced.
- Smooth and flows.
- Prefer the vertical cables.
- Elegant lines.
- Low profile.
- Like the simplicity and the minimizing of things to paint.
- Keeps with the height of the other bridges.
- Flow of the arches.
- Height is appropriate in relation to other bridges.
- Nice flow to the arches.
- Simplicity is good, concerned about maintenance (coating and painting).
- Doesn't mirror Kennedy enough.
- Not quite balanced.
- Goes too far on the Indiana side.

Image # 11: Two Single-Span Basket Handle Arches Separated by Girder Span

- Low profile.
- The “pause” in the middle is nice.
- Looks balanced with the Kennedy Bridge.
- Less piers on the Indiana side.
- Like symmetrical arrangement of piers (750,500,750 spans)
- Even though it's high over the Jeffersonville side, like the balance of having the two arches.
- Not very graceful – starts and stops.
- Don't like the basket handles.
- Question: Is there any design that deadens noise better than the other?

Image # 12: Two Span Trussed Rib Arch Unequal Spans

- Tired of trusses.
- Looks like it is missing a third arch.
- Not symmetrical
- Too heavy-looking.
- 19th century design.
- Blocks the view.
- Looks like ran out of money.
- Doesn't look finished.
- Too many piers.
- Ugly.
- Unbalanced.
- Indiana got short changed.

***Box-Girder***

Image # 14: Box Girder with Spans Matching the Kennedy Bridge  
**(Placed Third in Overall Visual Preference)**

- Makes the scene about the river, not the bridge.
- Contemporary, streamlined.
- Doesn't compete with downtown.
- Simple, transparent.
- Timeless design.
- Will make the new downtown arena look great.
- Allows you to see the downtown without distraction.
- Makes piers flow more smoothly, doesn't need to be a straight line.
- Pier on the Indiana side is not obstructed.
- Sight lines from the bridge deck.
- Can view the Kennedy Bridge in the background, looks like one bridge from the Indiana side.
- Less cluttered.

## *Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- Doesn't compete with other bridges.
- Don't have to paint it - maintenance.
- No birds will roost on it.
- Clean-looking design.
- Streamlined, simplified version doesn't compete with the Kennedy Bridge.
- Doesn't block out views of Louisville skyline.
- Visually transparent.
- Timeless design.
- Best view.
- Didn't like it because it doesn't say anything; not interesting.
- Too much concrete.
- Doesn't fit look of city.
- Without a superstructure above it doesn't fit.
- Looks like it came out of a box.
- Looks out of place with design of other bridges.
- Needs more personality.
- Needs more details.
- Need to know how high it will be in order to state preference.

### Image # 15: Box Girder with Extra Piers in Indiana Shore

- Like the simplicity.
- So non-remarkable that you tend not to notice it and that's a good thing.
- Keeps the focus on the river.
- Something to be said about not competing with the existing bridges.
- I don't think we need to embellish just for decoration.
- Question: What is the height of the barrier on the deck?
- Don't like it personally.
- Would like fewer piers.
- Looks unfinished compared to the other bridges.

### *Cable-Stayed*

#### Image #20: Single "Inverted Y" Tower Cable Stay with Bunched Cables in Tower

- Takes advantage of skyline view.
- Don't like the steel structure.
- San Francisco here we come.
- Clumsy proportions.
- Too massive.
- Too tall for air show.
- Too square.
- Don't like the grouping of cables.
- Asymmetrical and loaded on one side of the river.
- Much too tall.
- Draws attention away from river.
- Looks out of place and doesn't fit.

*Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- Looks like an art structure, not appropriate for a bridge.

Image # 21: Steel Tower Cable Stay

- Similar to Kennedy Bridge but open for alternatives.
- Like the steel look.
- Makes statement without subtracting from other bridges.
- Would like two towers instead of one.
- Seems asymmetrical with only one tower.
- The big structure in the middle looks really artificial.
- Really imposing, too overpowering.
- Sticks out like a sore thumb.
- Draws your attention away from the river/downtown (negative).
- Tries to be monumental and it's not worthy.
- Too square.

Image # 24: Double "Inverted Y" Tower Cable Stay

- Like the look of straight lines.
- Like that it makes a statement.
- More modern.
- Like pier alignment and number of piers.
- Very interesting cable patterns.
- Unique, but too massive.
- Symmetrical.
- Tall is a good thing.
- No Indiana side channel obstruction (positive).
- Seems like too much, too high.
- Needs to be toned down.
- Seems overpowering with height.
- Out of proportion, too tall.
- Looks like the St. Louis Arch in the middle of the Ohio River.

Image # 25: Double "A Tower" Tower Cable Stay – shorter, flanking towers on shoreline  
(Placed Second in Overall Visual Preference)

- H-shape not as massive as A-shape; soars but is not bulky.
- Drawing the two ends to the shoreline adds stability and balance to the symmetry.
- Aligns with existing piers of Kennedy, complimentary.
- Keeps view of the river whole.
- More modern.
- Looks strong but elegant; sculptural.
- Symmetrical.
- No obstruction at the Indiana side of the river.
- Balanced on both sides of the river.
- Fewer piers.
- The pieces on either end pull in the shoreline.
- Compliments the Kennedy Bridge with piers and height in middle.

## *Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- Good balance without being too extreme.
- Unique without being old hat.
- Could add art to it, especially at pedestrian ingress and egress.
- Very inviting to pedestrian traffic.
- Like that it's balanced.
- It's not higher than the Kennedy Bridge.
- Doesn't overpower the city.
- Unique - we don't have a bridge like that.
- The concrete anchors look like large oil tanks.
- Don't like the round structures on the waterfront (*it is noted that these could be submerged*)
- The two end pieces add tension to the design that is not pleasing.
- Do not like "A-Frame" feeling.
- Too many cables block the view.
- Too complicated.
- Looks out of place.
- Too busy and complicated.
- Overbuilt.

### Image # 26: Shorter, Three Tower Cable Stay

- Like the height, draws attention away from the Kennedy Bridge.
- Too many wires.
- Blocks the view.
- Would like to see the river.
- Doesn't work well with the Kennedy, no design relationship, no context with surrounding area.
- Should not try to "one-up" the river.
- Too confusing and monumental

### Image # 27: Shorter, Three Tower Cable Stay

- Symmetrical is a plus
- Doesn't align with the Kennedy Bridge.
- If it lined up with the Kennedy it might be more appealing.

### Image # 28: Extra-dosed Cable Stay Bridge (adding Box Girder elements)

#### **(Placed First in Overall Visual Preference)**

- Symmetrical.
- Good that it is lower than the other cable bridges.
- Plain, clean look.
- Looks more maintenance-free than the others.
- Better at blending in with the other bridges.
- Sleek and minimal, nice.
- Simple lines compliment new art museum.
- Modern is a plus.
- Four piers in the water are nice.

## *Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- Doesn't look like the piers (towers) will overshadow the Kennedy Bridge.
- 21<sup>st</sup> Century design is preferable.
- Low enough to stay out of air show.
- Cables are aesthetic and don't block view.
- Cables are lovely.
- Being able to see the river is important.
- Similar to Second Street Bridge.
- Blends in with other bridges.
- Compatible with other bridges.
- Mimics the Kennedy Bridge but in a more modern way.
- Looks aquatic and doesn't compete with the other bridges.
- Southern US, coastal-style look.
- You can see through it.
- Nice that it has its own aesthetic.
- Like the appearance of "three" (mimics the Kennedy)
- Looks ship-like.
- Modest, simple, can see the Kennedy Bridge.
- Nice that it has elements of both Cable Stay and Box Girder.
- Compliments the river.
- Similar scale to the Kennedy Bridge.
- Simple and somewhat invisible.
- Lower profile.
- Bland.
- Doesn't know which type of bridge it wants to be.
- If it's going to be a cable-stay it should go all the way.
- Piers don't line up with Kennedy Bridge.
- Third pier is out of place.
- Dislike it because it looks like power lines.
- Feels unfinished.
- Doesn't line up with other bridges.
- Don't like the thicker road bed.

### ***Truss***

#### Image # 29: Single Span Bowstring Truss

- Asymmetrical.
- Looks unfinished.
- Looks like two different bridges.
- Obstruction on the Indiana side.
- Too many piers.
- Ugly.
- Nothing new in design.
- Half of each style, two different bridges.
- Looks like a cheap way out.
- Lopsided.

## *Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- Really looks like we ran out of money.

### Image # 30: Three Span Bowstring Truss

- Too much metal.
- Too many truss members

### Image # 31: Three Span Variable Depth Truss (Kennedy Bridge twin)

- Looks like you're in a cage with all that metal.
- Don't need to duplicate the others.

## COMMENT SHEETS

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

- No (8 responses).
- The new bridge should be compatible with the existing bridges, particularly its height. A good fit would be a low-level triple cable-stayed bridge. It would be compatible in height with the Kennedy and the Big Four Bridges while presenting a more modern design. The results would be three examples of bridge design from three centuries: 1800's, 1900's, and 2000. The low level triple arch bridge would also be acceptable.
- We cannot afford another disaster like the Kennedy Bridge when it comes to repairs and painting. Choose something that is not going to be difficult to maintain.
- Pedestrian traffic should be presented to the appropriate powers because the (walkway) width is a crucial issue in design and cost. With two other bridges providing this service at each end, east and west, it seems redundant for the new bridge to do the same.
- I am a local architect who participated in the polling. It was refreshing that the preferences of the general public in the group matched – for the most part – mine. My comments: The group was strongly against a matching “sister” bridge. The group was split on the “box girder” type. More often than not, this bridge style results in a dull, conventional and disappointing design.
- The cable-stayed bridge is a disaster for this application. The beauty of the Ohio River must be enhanced by sequencing in a new bridge so that it matches a sequence of existing bridges and enhances the set of bridges. Your steel truss and box-girder designs do this nicely.
- I love simplicity like the box girder design. Be with the rivers, not the bridge.
- The Kennedy and new downtown bridge should complement and not compete with each other. A box girder bridge seems to do this best.
- It is my hope that the bridges never be built. What should be built is an efficient, convenient mass transit rail system.
- I like the box girder because it is clean and does not intrude on the lives of the city.
- I think the downtown bridge should be the more noticeable of the two bridges. I like the taller styles to add distinction between three other bridges downtown.

## ***Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005***

- Have innovative designs been considered? Have green bridges (eco-friendly) been considered? This could be as simple as plants or trees on the bridge, to solar panels, etc.
- I prefer no superstructure above the roadway.
- Concerned that some types were top heavy.
- A new bridge provides such a great opportunity to have a “signature” project – a landmark – for our city. What we’re being shown is boring and ordinary.
- I think it is important to blend the selection for the downtown bridge to the Kennedy.

### **Do you have anything further to add about the Design Guidelines?**

- No (14 responses).
- The box girder should not be considered. Its high finish in the session I attended in Jeffersonville was influenced by the ease of painting versus the present fiasco with the painting of the Kennedy Bridge.
- 21<sup>st</sup> century, unique, clean with as few pilings as possible.
- It is imperative to address the disastrous redesign of Spaghetti Junction into 23-lane width “Linguini Junction” which will destroy downtown development, cut off the city from its waterfront and ruin the \$100 million plus investment in the Waterfront Park and developments in the river like Waterfront Park Place.
- Consider all four bridges as they will appear together, not just the Kennedy and its new companion.
- Keep it simple.
- I like the cable-stayed bridge to add variation to the downtown “big picture”, and the bridge should be symmetrical.
- Which was the cheapest design? And would you please release that info to the Courier Journal newspaper? Which designs are safest in extreme weather conditions?
- Consider future maintenance and the quickest to build.

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

- No (5 responses).
- Keep meetings at lunch time and immediately after work: 4:30 – 7:30. Keep them downtown in all neighborhoods that touch the river. Advertise meetings heavily.
- Time is good. Locations near river are good.
- Most convenient for many people when (meetings are) held downtown where the people who use the bridges live and work.
- Excellent presentation and format.
- The time seems to work well.
- I like the location of this (300 Spring Building). The facility was very nice.

### **Other ideas / suggestions?**

- Like Concept #14 best.
- Build the downtown bridge first, to correct existing traffic and safety problems. Funding is going to be a problem even to complete one bridge. Do the most needed bridge first.

*Downtown Bridge - Section 2: Open House Event Summary, Nov 29 and Dec 1, 2005*

- The downtown bridge should be built first, and then evaluate traffic patterns to see if the East End bridge is really necessary. The problem is downtown, where a bridge should be – not along the river.
- Consider noise abatement for nearby residents. Kennedy is horrible. Make a lane for trucks only.
- Build the East End Bridge now.