



**The Ohio River Bridges
Joint Area Advisory Team (AAT) Meeting – Kentucky East End and Indiana East
End Approach sections**

Date/Time: June 28, 2005, 7 p.m. to 9 p.m.

Location: Utica Community Center - Utica, IN

ATTENDEES

Chris Aponte	Harrods Creek Fire Department
Leslie Barras	River Fields
Brian Bobo	Visitor
Jimmy Carter	Utica Town Council
Bill Grannan	Indiana resident
Mary Ellen Grannan	Indiana resident
Bob Hill	Indiana resident
Janet Hill	Indiana resident
John Hughes	Hughes Group
Mike Lanham	City of Jeffersonville
Hyun T. Lee	Clark County Engineer
Bob Marshall	Utica Township Fire Department
Dorothy L. Marshall	Indiana resident
Judy Martin	Historic Landmarks Foundation of Indiana
Mohammad Nouri	Louisville Metro
Greg Smith	Louisville Metro
Debbie Wanke	Fox Run Neighborhood Association
Debbie Williams	Visitor

PROJECT TEAM MEMBERS

Dan Burgess	Community Transportation Solutions-General Engineering Consultant (CTS-GEC)/Doe Anderson
John Carr	Wilbur Smith/SDC 5
Dan Carrier	Parsons Brinckerhoff/SDC 5
Richard Cary-Brown	CTS-GEC
Ed Cox	Indiana Department of Transportation (INDOT)
Bill Gulick	Kentucky Transportation Cabinet (KYTC)
Shawn Hayden	KYTC
Chris Jones	CTS-GEC/Doe Anderson
George Jones	Federal Highway Administration (FHWA)
Kristen Jordan	CTS-GEC/Doe Anderson
Steve Nicaise	CTS-GEC
Kathleen Partlow	New West/SDC 5

Lyndsay Tabler
Debby Taylor
Laura Toole
Donna Wade
Lee Walker
J.B. Williams

New West/SDC 5
H.W. Lochner/SDC 4
Michael Baker Jr., Inc./SDC 2
New West/SDC 5
Kentucky Ombudsman
Michael Baker Jr., Inc./SDC 2

The meeting was called to order by project team member Kathleen Partlow. Partlow introduced the various team members and community leaders in attendance.

Dan Carrier, East End Bridge Project Manager, reviewed the project team organizational chart and the East End and Downtown Bridge locations.

Carrier reviewed his background and experience as a bridge designer and project manager.

Carrier introduced an organizational chart of the East End Bridge Team. Team members include: Dan Carrier, Project Manager; Kathleen Partlow, Deputy Project Manager of Public Involvement; Jozi Legner, Diversity Program Manager; Miguel Rosales, who is in charge of bridge aesthetics; Ruchu Hsu, Deputy Project Manager of Engineering; and John Carr, Deputy Project Manager of Environmental Quality. Two of the team members were not able to attend: Miguel Rosales and Jozi Legner.

Carrier highlighted the different types of bridges worked on by members of the East End Bridge Team.

East End Bridge Team Member John Carr highlighted his background and experiences involving the Bridges Project. Carr's responsibilities include the environmental quality assurance and assisting with the public involvement process.

Carr reviewed Kathleen Partlow's background and experience with public information and involvement programs, and explained that Miguel Rosales' responsibility on the East End Bridge as bridge architect is to introduce aesthetics into the design process.

Carr explained that the East End and the Downtown Bridges will have both similar and different characteristics to consider. For example, both bridges will cross the same river, and the contractibility and cost requirements will be comparable. The East End Bridge's distinguishing characteristic is the rural context. The Kentucky and Indiana side of the bridge both have residential/natural settings, which will be considered in the design. The environmental and historic character will be introduced and considered during the design phase.

Carr reviewed the bridge type selection process. It will take approximately one year to complete all of the steps that will eventually lead to the bridge type selection. It is expected at this time that there will be at least three different bridge designs to choose from.

The team members opened the meeting to questions from attendees.

Question and Answer

Q: Is one type of bridge more expensive than another?

A: Not necessarily. There are things you can do to a bridge to help with the bridge appearance and to help it fit in with the environment better. Good bridge engineers think along the way about things that can be done to hold down cost and improve the appearance.

Q: Will an 1,100 ft. span unit limit the type of structure that can be used?

A: Any long-span bridge type would be appropriate. A truss, arch, cable-stayed or other long-span type would be suitable for this bridge.

Q: What issues come first when selecting a bridge type - safety or aesthetics?

A: Nothing overrides safety. Safety should always come first and any options proposed by the project team will meet safety standards.

Q: Will the Downtown Bridge follow the same process as the East End Bridge?

A: The Downtown Bridge will follow the same process. However, the bridges will be built in a different context and there is a different project team assigned to the Downtown Bridge.

Q: Will the bridge type be available a year from now?

A: Yes. In a year we will basically know what the bridge will look like, but it will take approximately two years to complete a detailed design of the bridge.

Q: Best case scenario, when will construction begin?

A: A financing plan is currently being developed by the two states to determine how and when the various phases of work on The Ohio River Bridges will occur. Some early construction is planned for the Spring of 2006 that will aid future phases of construction. On The East End, the ramps at US 42 and the Gene Snyder Freeway will be reconstructed to shift them away from the area to be investigated for the tunnel. New turn lanes will also be provided on US 42 as part of this construction. In the downtown area, five bridges on I-65 between Broadway and Jefferson St. will be reconstructed and widened to accommodate future construction phasing.

Q: What is the plate girder bridge?

A: A bridge where the main longitudinal elements are made out of steel plates.

Q: Besides the navigational requirements, what are the other issues that will affect the Coast Guard requirements?

A: The requirements are different for different locations. The minimum distance requiring Coast Guard approval is 1,100 feet from pier to pier.

Q: Are there any interdependencies between the two bridges regarding the Coast Guard?

A: Both have to match up with the same pier clearance.

Q: Does a Coast Guard clearance have to be achieved?

A: Yes.

Q: Regarding the financial plan, will there be an element of public participation?

A: The financial plan really isn't a part of the public involvement process. Individuals can participate in the development of the plan through the legislature. The public will be involved in the Bridge Type Selection Process.

Comment from participant: If you're going to ask people to volunteer they should be able to have a voice regarding the financial aspect of the bridges project. The original scope called for public involvement in the financial plan.

Q: Who decides where traffic will be routed at the interchange?

A: There will be an opportunity for public involvement in making that determination.

The meeting adjourned at approximately 7:45 p.m.