

1. How will the designs for the new Downtown Bridge and East End Bridge be selected?

After a one-year design process involving several public meetings and advisory team meetings, an executive oversight committee will select the bridge designs by taking into consideration public input, cost and engineering feasibility. Membership of the executive oversight committee has not been determined as of yet. Each of the two bridge design teams will work with the approach design teams on each side of the river to ensure that the designs of the approaches and bridge structures are coordinated. The design teams will use public feedback throughout the design process in an effort to develop bridge designs that are consistent with the communities' character and wishes.

2. How will the public be involved in the selection of the bridge designs?

At each stage of the process, the design teams will present their work for feedback at public meetings and at meetings with the four Area Advisory Teams and the Regional Advisory Committee. Individuals and/or stakeholder groups are encouraged to comment in one of several ways: at public meetings, through written comment forms submitted to the project team or via an on-line comment form on the project Web site.

3. Will there be a bike path or a sidewalk on the new bridges?

Yes. Plans for both new bridges include a pedestrian and bike path. The final design of that path will be influenced by public input.

4. Why not just build a new downtown bridge only?

After a detailed analysis that included extensive public outreach and involvement, the Federal Highway Administration (FHWA) concluded in the 2003 Record of Decision that the two-bridge option was needed to address the project's purpose and need. A downtown bridge alone does not solve the region's long-term cross-river transportation needs. Both an East End Bridge and new Downtown Bridge are needed to adequately relieve traffic congestion and address safety issues.

5. How soon will construction on the project begin?

Construction is estimated to begin in 2007 and be completed by 2020. The project schedule is dependent on funding availability.

6. How much will this project cost?

The project is estimated to cost \$2.5 billion (in year-of-expenditure dollars). Kentucky's portion of the cost will be \$1.7 billion, or about 68 percent of the overall cost. Indiana's share will be \$800 million, or about 32 percent.

Upcoming Events for East End Bridge Project

East End Bridge Tentative AAT/RAC Meeting Schedule

Bridge Type Selection Step 3 - Meeting #4: Winter 2006

Bridge Type Selection Step 4 - Meeting #5: Spring 2006

East End Bridge Tentative Open House Schedule

Bridge Type Selection Step 3 Open Houses: Winter 2006

Brief Overview

The Ohio River Bridges Project was initiated to address the long-term cross-river transportation needs in the Louisville-Southern Indiana region. After a detailed analysis that included extensive public outreach and involvement, culminating in the publication of a Final Environmental Impact Statement, the Federal Highway Administration authorized the Ohio River Bridges Project in September 2003, calling for the construction of two new bridges – one in the East End and one Downtown.

The Bridge Type Selection Phase

The project is now in the Bridge Type Selection Phase. During this phase, decisions will include types of bridges that can be built and the context-sensitive design guidelines that need to be followed in order to ensure that the bridges fit with the surrounding environments on both sides of the river.

This is a 4-step process that will culminate in the selection of a bridge type in the summer of 2006. **We are currently in Step 2 of this process – the development of bridge design concepts.** Step 3 entails the development of bridge type alternatives. The process will culminate in Step 4 with the selection of the bridge type for each of the two bridge locations.

Officials on both sides of the river have committed to a bridge type selection process that entails sharing design concepts with the community as they are developed and offering the public several opportunities to provide feedback. Taking into consideration public input, cost and engineering feasibility, an executive oversight committee with bi-state representation will ultimately select the final bridge type for the both bridges.

The East End Bridge Design Team

The team, led by Parsons Brinckerhoff (PB), has designed concepts for the East End Bridge, with oversight by the Bi-State Management Team, which consists of representatives from the Kentucky Transportation Cabinet, the Indiana Department of Transportation and the Federal Highway Administration.

The East End Bridge team first developed structural engineering, environmental, and context-sensitive design guidelines (Step 1). From those guidelines the team has created initial design concepts (Step 2) and will refine those concepts to create a set of bridge type alternatives (Step 3). At each stage of the Bridge Type Selection Process, the East End team will present its work for comment at public meetings and at meetings with Area Advisory Teams and the Regional Advisory Committee. The team will use public feedback throughout the design process so that the designs developed are consistent with the committees' character and wishes.

The process to select the bridge type for the East End Bridge is estimated to be completed by late summer 2006. The East End Bridge design team will work with the approach design teams on each side of the river to ensure that the designs of the approaches and bridge structures are coordinated.



**EAST END BRIDGE – SECTION 5
DESIGN GUIDELINES**

No.	Category	Description	Source
N1	Navigational	The new bridge should provide main span of approximately 1100' over the navigational channel (Per SDC5 East End Bridge Parameters, the minimum navigational channel is 900').	Final Environmental Impact Statement Meeting with Coast Guard on Oct. 5, 2005
N2	Navigational	550' approach spans to the main 1100' navigational span are desirable. Shorter approach spans with additional piers in water may be considered subject to Coast Guard approval.	Meeting with Coast Guard on Oct. 5, 2005
N3	Navigational	A temporary 600' horizontal navigational span during construction will be considered by Coast Guard depending on time of year and duration.	Meeting with Coast Guard on Oct. 5, 2005
E1	Environmental	The design should minimize impacts to the historic Belleview property, and it must create no more impacts than identified in Final Environmental Impact Statement/Memorandum Of Agreement.	Final Environmental Impact Statement (Section 106 Memorandum Of Agreement)
E2	Environmental	The design of the approaches should provide noise mitigation consistent with Sections 4 and 6 designs.	Final Environmental Impact Statement
E3	Environmental	The maximum height of the new bridge would be approximately 300'.	Final Environmental Impact Statement Chapter 5 page 5-78.
E4	Environmental	Infiltration of bridge runoff water into aquifer should be prevented.	Final Environmental Impact Statement Open Houses Oct. 18 & 20, 2005



**EAST END BRIDGE - SECTION 5
DESIGN GUIDELINES (cont.)**

No.	Category	Description	Source
C1	Constructibility	The design should minimize temporary staging, storage of materials, and other construction impacts.	Final Environmental Impact Statement
C2	Constructibility	The design should minimize vibration caused by any deep foundations on or near the approaches.	Final Environmental Impact Statement
C3	Constructibility	The design schedule should be consistent with the overall project timeline.	Final Environmental Impact Statement
C4	Constructibility	Coffer dams should minimize amount of stream disturbance.	Final Environmental Impact Statement
C5	Constructibility	Techniques to construct and maintain the bridge type should not require unique or unusual methods that would adversely impact design of the structure or approaches with respect to project schedule, project costs, construction staging or normal maintenance activities.	Kentucky Transportation Cabinet/ Indiana Department of Transportation
S1	Structural	Design should minimize maintenance and bridge painting.	Open Houses Oct. 18 & 20, 2005
S2	Structural	Piers perpendicular to the structure and skew to the Ohio River are allowable.	Meeting with Coast Guard on Oct. 5, 2005
B1	Budgetary	The design should consider long-term maintenance and inspection costs.	Open Houses Oct. 18 & 20, 2005 Advisory Team Meeting Sept. 15, 2005



**EAST END BRIDGE – SECTION 5
DESIGN GUIDELINES (cont.)**

No	Category	Description	Source
A1	Aesthetic / Context Sensitive	The new bridge should be of symbolic importance to the community. It should be a bridge of which the local residents can be proud. The structure should be a memorable and visually outstanding bridge with which the local residents can identify.	Advisory Team Meeting Sept. 15, 2005 Open Houses Oct. 18 & 20, 2005
A2	Aesthetic / Context Sensitive	The new bridge should be as visually transparent and unobtrusive as possible in order to fit within the context of the river and shorelines. The new bridge should complement its surroundings and not dominate the site.	Advisory Team Meeting Sept. 15, 2005 Open Houses Oct. 18 & 20, 2005
A3	Aesthetic / Context Sensitive	The pedestrian walkway / bike path should be user-friendly, maximize the feeling of safety and separation from traffic lanes, and encourage pedestrian and bicycle usage as much as possible. The pedestrian walkway / bike path should be attractive, and the location should allow for uninterrupted vistas of the river and the surrounding environment.	Advisory Team Meeting Sept. 15, 2005
A4	Aesthetic / Context Sensitive	The design should enhance the important views and vistas. The view of the underside of the bridge is very important because not many areas along the river are open to the public but the river can be used for recreational purposes. One of the most important views will be on the river looking at the bridge from a distance. The view from the approach roadways is important and must be considered, as well as the view from the surrounding neighborhoods.	Advisory Team Meeting Sept. 15, 2005



**EAST END BRIDGE – SECTION 5
DESIGN GUIDELINES (cont.)**

No.	Category	Description	Source
A5	Aesthetic / Context Sensitive	The new bridge should create an architectural legacy through attention to detail. The main structural elements should be well proportioned, and the details (barriers, superstructure elements, lighting, signing, etc.) should be open-looking and not visually imposing.	Advisory Team Meeting Sept. 15, 2005
A6	Aesthetic / Context Sensitive	The aesthetic features of the new bridge and the approaches (Design Sections 4 and 6) should be compatible.	Advisory Team Meeting Sept. 15, 2005
A7	Aesthetic / Context Sensitive	Bridge lighting should be subtle and non-intrusive to neighborhoods.	Final Environmental Impact Statement
A8	Aesthetic / Context Sensitive	The color of the bridge and all its components should blend in with the sky and the landscape. Features of the local historic landscape should be considered as inspiration for architectural themes in terms of color or texture (Utica Quarry, Limestone bluffs and outcropping, Louisville Water Tower, and covered bridges).	Open Houses Oct. 18 & 20, 2005
A9	Aesthetic / Context Sensitive	The bridge should be complementary to the native vegetation, landforms and materials in the area.	Open Houses Oct. 18 & 20, 2005



EAST END BRIDGE DESIGN PARAMETERS		
No.	Description	Source
1	Design must provide minimum final horizontal clearance of 900' (perpendicular to the river) in navigation channel.	Meeting with Coast Guard, October 5, 2005
2	Design must provide minimum of 71' of vertical clearance above normal pool.	Coast Guard letter, August 26, 2004
3	Minimum vertical clearance above normal pool during construction will be reviewed by Coast Guard during Phase 3 design.	Meeting with Coast Guard, October 5, 2005
4	Design must provide minimum horizontal clearance of 600' (perpendicular to the river) in main span during construction.	Meeting with Coast Guard, October 5, 2005
5	Proposed channel closure restrictions and durations during construction will be reviewed by Coast Guard during Phase 3 design.	Meeting with Coast Guard, October 5, 2005
6	Design must take into account the cultural landscape of the historic Belleview property.	Final Environmental Impact Statement (Section 106 Memorandum Of Agreement)
7	Bridge must be able to be constructed in a manner meeting the FEIS recommendations (pages 8-6 and 8-7) for Well Head protection.	Final Environmental Impact Statement
8	Design must be able to obtain permits from Coast Guard, Corps of Engineers, Indiana Department of Environmental Management, Kentucky Department of Environmental Protection, and Federal Aviation Administration.	Final Environmental Impact Statement
9	Design must provide three adjacent traffic lanes in each direction, a 26' median with a center barrier, two 12' shoulders and one 17' pedestrian walkway/bike path on the west (downstream) side of the bridge.	Final Environmental Impact Statement
10	Bridge construction cost must not exceed construction budget of \$221M (Year of Construction Dollars).	Kentucky Transportation Cabinet/Indiana Department of Transportation
11	Design must meet all applicable roadway and structural design codes and specifications.	Kentucky Transportation Cabinet Contract
12	Design must take into consideration site-specific loading conditions as applicable, including seismic, barge impact and wind.	Kentucky Transportation Cabinet Contract
13	Design must allow all bridge deck runoff to be collected and transferred to the Kentucky shore.	Final Environmental Impact Statement
14	Construction must not impact any Section 4f properties.	Final Environmental Impact Statement

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