



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

**SECOND COMBINED SECTION 1 & 3**

**AREA ADVISORY TEAM/REGIONAL ADVISORY COMMITTEE MEETING**

**FRAZIER HISTORICAL ARMS MUSEUM**

**829 WEST MAIN STREET, LOUISVILLE, KY**

**NOVEMBER 3, 2005**

**6:00 - 8:00 PM**

**SUBJECT: Ohio River Bridges Project Parameters and Bridge Concepts**

**MEETING ATTENDEES**

*(AAT Members)*

Barry Alberts – Downtown Development Corporation

Emily Boone – Clifton Community Council

Aida Copic – Louisville Metro

Carol Hensley – Main Street Association

Joe Rafferty – Rose Hill Neighborhood

Jim Segrest – Butchertown Neighborhood Association

*(RAC Members)*

Leslie Barras – River Fields, Inc.

John Emmerich – Louisville Sailing Club

Ty Gettis – Kentuckiana Minority Business Council

Doug Hamilton – Louisville Metro Emergency Management Services

Joan Lindop – Sierra Club

Mache Readus-Wright – Louisville Metro Public Works

Elected Officials

Bobbie Holsclaw – Jefferson County Clerk

Ohio River Bridges Project Team Members

Paul Boone – Indiana Department of Transportation/ Bi-State Management Team (BSMT)

Bart Bryant – Kentucky Transportation Cabinet (KYTC)/ BSMT

Dan Burgess – Community Transportation Solutions-General Engineering Consultants (CTS-GEC)

John Carr – Section 5 Design Team/Wilbur Smith Associates

Dan Carrier – Section 5 Design Team/Parsons Brinckerhoff

Gary Elder – Section 5 Design Team/New West Agency

Brian James – CTS-GEC

George Jones – Federal Highway Administration

Kristen Jordan – CTS-GEC

Kenneth Lott – American Engineers, Inc.

Jon Miles – American Engineers, Inc.

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Steve Nicaise – CTS-GEC  
John Sacksteder – CTS-GEC  
Lee Walker –Kentucky Ombudsman

Section 2 Design Team/Michael Baker Jr., Inc.

Kenny Caples – Niche Marketing  
John Dietrick – Michael Baker Jr., Inc.  
Gordon Glass – Burgess & Niple  
John Kurgan – Michael Baker Jr., Inc.  
Shaun Lockhart – Niche Marketing  
Patrick Osborne – Michael Baker Jr., Inc.  
Vinay Polepalli – Global Solutions  
Skip Smallridge – Crosby/Schlessinger/Smallridge, LLC  
Aaron Stover – Michael Baker Jr., Inc.  
Laura Toole – Michael Baker Jr., Inc.  
J.B. Williams – Michael Baker Jr., Inc.

*Section2 Electronic Polling Team*

Keiron Bailey – University of Arizona  
Ted Grossardt –University of Kentucky  
Edward Holsclaw – Kentucky Consulting Engineers  
John Ripy – University of Kentucky

**MEETING SUMMARY**

The meeting was called to order at 6:05pm. J.B. Williams, project manager for the consultant team for the Downtown Bridge welcomed the Area Advisory Team (AAT) and Regional Advisory Committee (RAC) members. He introduced members of the Section 2 Design Team as well as representatives from Community Transportation Solutions, the Bi-State Management Team and the Federal Highway Administration, after which AAT and RAC members introduced themselves. The assembled members of the Design Team then presented the following information, shown below as abridged.

***CONCEPT DEVELOPMENT***

- **Project Parameters**
- **Bridge Type Preference Polling**
- **Design Guidelines**
- **Next Steps**

**Project Parameters**

- Selected Alignment
  - Immediately Next to & East of Existing Kennedy Bridge

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- 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.
- Bridge Types
  - Truss
  - Arch
  - Cable-Stayed
  - Box Girder
    - New bridge addition; replacing Suspension Bridge
    - Change was due to revised Coast Guard regulations.
- Box Girder
  - Typically deeper at piers
  - Steel or Concrete
  - Top down construction

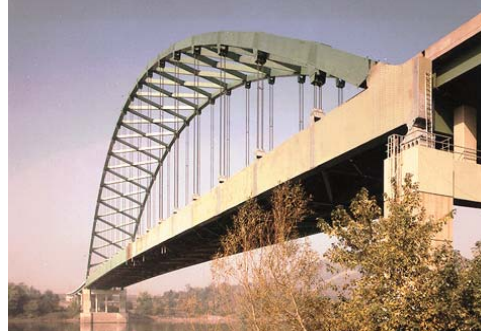
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**Bridge Type Photos**



*Truss*



*Arch*



*Cable-Stayed*



*Box Girder*

**Bridge Type Preference Polling – AAT/RAC Responses**

The Design Team then obtained AAT and RAC feedback on various Bridge Design 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*).

***Truss***

**Image #28**

- Too much metal
- Question about the truss members

**Image #31**

- Don't need to duplicate existing bridges
- Looks like you're in a cage with all that metal.
- Question: Is it supposed to be a twin?

***Arch***

**Image #2 – Highest Overall Visual Preference**

- Doesn't replicate the existing bridges but reflects the rhythm of the surroundings

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- The “archness” makes it more of a flow. It doesn't tower over.
- It is proportional to its surroundings
- Minimizing the metal and paint maintenance
- Like simplicity. Like less arches, etc. near the Indiana side, so we do not have to see bridge from house.
- Don't like the approach, there is too long of a contrast between the approach from the Indiana side to the arches
- Like the simplicity but a balance could be created with arch spacing
- One arch would be preferred
- Don't want an arch near the Indiana side

#### Image #6

- Has the same kind of ugly piers of the Kennedy Bridge
- Overpowering perspective from Jeffersonville
- High maintenance?
- Question about noise
- Like clean look
- If we had to have a super structure it's good to minimize and simplify it
- Materials used might have a bearing on liking it or not

#### Image #10

- Looks fussy – too busy

#### Image #17 – Second Highest Overall Visual Preference

- Like the simplicity and the minimizing of things to paint
- A new “generation” bridge that honors the past
- More at the same height of the existing bridges
- It is appropriate next to the Kennedy Bridge
- Keeps with the height of the other bridges
- Height is appropriate in relation to other bridges. Nice flow to the arches.
- Question: Is the placement of the arches representative of what would actually take place or is it just for the images?
- Simplicity is good, concerned about maintenance (coating and painting)

#### Image #24

- Against basket arch with baskets squeezed together
- Noise: 75 decibel (dBA) maximum
- See balance of the structure based upon the sky
- Question: Is there any design that deadens noise better than the other?
- Even though it is high over the Jeffersonville side, I like the balance of having the two arches

#### Image #27

- Less fussy

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- Similar to previous one
- Notice cables
- That's better than image 9 in regards to fussiness.

### ***Cable-Stayed***

#### Image #8

- The big structure in the middle looks really artificial
- Out of scale
- Height draws your attention
- Really imposing
- Tries to be monumental and it's not worthy

#### Image #15

- Gracefulness compared to the Big 4 and Kennedy Bridges
- Bridges do give a community an identity; contrast should be present but give other bridges dignity
- It is another extra-dosed bridge
- Monumental tower takes away from other bridges

#### Image #21

- Looks like somebody else's bridge
- Height is on tower, much too tall
- Impressive bridge but does not fit in with surroundings
- Draws attention away from the river
- Looks out of place and doesn't fit
- Looks like an art structure (Not appropriate for bridges)

#### Image #32

- I see celery stalks
- I see paper airplanes
- Someone is trying to make an expensive statement, not functional
- Glad there is creativity but missed the mark
- Question: Is that concrete in the air?

### ***Box-Girder***

#### Image #9

- Not sure about more piers in the water on the Indiana side
- Shortening spans more economical
- Less piers in the water is better
- Vertical clearance is still uncertain
- River is the asset; benefit is that it is simple
- Bridge should not compete with other existing structures
- Question: Are there more piers in the river because there is no overhead structure? I would like fewer piers

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- Personally don't like it.
- Like the simplicity.
- Question: Is the deck on the box girder bridge going to be significantly higher than the others?
- Looks unfinished compared to the other bridges.
- Question: What is the height of the barrier on the deck?
- So non-remarkable that you tend not to notice it and that's a good thing, it 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.
- Would like to add aesthetic features to bridge

Image #25

- Does not have extra pier on the Indiana side

**Design Guidelines**

The project Design and Context Sensitive Design Guidelines developed during Step 1 were given to the AAT/RAC members as a handout (listed below), after which point Laura Toole facilitated a discussion of each Guideline.

<i>Category</i>	<i>Design Guideline</i>	<i>Source</i>
<i>Navigational</i>	Bridge piers placement preserves existing navigational channels: <ul style="list-style-type: none"> <li>• Primary</li> <li>• Secondary</li> </ul>	Seamen's Church Institute Simulation
	Placement of Kentucky shore bridge pier closer to river bank than existing Kennedy Pier No. 2	
	Minimize or eliminate temporary shoring in primary channel	
<i>Environmental</i>	Minimizes impacts to historic properties and creates no impacts beyond the delineated properties	Final Environmental Impact Statement
<i>Environmental</i>	Minimizes acreage impacted in parks and does not exceed the maximum allowable acreage of impact: <ul style="list-style-type: none"> <li>• Riverfront Park (Indiana)               <ul style="list-style-type: none"> <li>- Span 0.4 acres</li> <li>- Use 0.031 acres</li> </ul> </li> <li>• Waterfront Park (Kentucky)               <ul style="list-style-type: none"> <li>- Span 1.2 acres</li> <li>- Use 0.050 acres</li> </ul> </li> </ul>	Final Environmental Impact Statement

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<i>Category</i>	<i>Design Guideline</i>	<i>Source</i>
	Provides noise mitigation consistent with Section 1 and 3 designs: <ul style="list-style-type: none"> <li>• Riverfront Park (Indiana) (75 dBA maximum)</li> <li>• Waterfront Park (Kentucky) (75 dBA maximum)</li> </ul>	
<i>Constructibility</i>	Minimizes: <ul style="list-style-type: none"> <li>• Temporary staging areas</li> <li>• Storage of materials</li> <li>• Impacts to parks</li> <li>• Vibration due to deep foundations</li> </ul>	Combined AAT/RAC meeting 08/09/05 and Step 1 Open House
<i>Structural</i>	Design schedule consistent with Project timeline	Final Environmental Impact Statement
	Considers design, cost and schedule related to unique: <ul style="list-style-type: none"> <li>• Construction methods</li> <li>• Maintenance processes</li> </ul>	BSMT
	Bridge pier to minimize debris collection	Combined AAT/RAC meeting 08/09/05 and Step 1 Open House
<i>Highway/ Pedestrian</i>	Pedestrian/bicycle path must: <ul style="list-style-type: none"> <li>• Be user friendly</li> <li>• Maximize feeling of safety</li> <li>• Maximize separation from traffic</li> <li>• Encourage usage of path</li> </ul>	Combined AAT/RAC meeting 08/09/05 and Step 1 Open House
<i>Budget</i>	Considers long term costs related to: <ul style="list-style-type: none"> <li>• Maintenance</li> <li>• Inspection</li> </ul>	Combined AAT/RAC meeting 08/09/05 and Step 1 Open House
<i>Aesthetic/ Context Sensitive</i>	Aesthetics reflect and emphasize: <ul style="list-style-type: none"> <li>▪ Creativity</li> <li>▪ State of the art technology</li> <li>▪ Architectural character</li> <li>▪ Engineering merit</li> </ul>	Combined AAT/RAC meeting 08/09/05 and Step 1 Open House
	Aesthetics focus on: <ul style="list-style-type: none"> <li>▪ Enhancing river views</li> <li>▪ Preserving river views</li> </ul>	

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<i>Category</i>	<i>Design Guideline</i>	<i>Source</i>
	Aesthetics are: <ul style="list-style-type: none"> <li>• Clean</li> <li>• Simple</li> <li>• Elegant</li> </ul>	
	Aesthetics compatible with: <ul style="list-style-type: none"> <li>• Design Section 1</li> <li>• Design Section 3</li> </ul>	
	Bridge avoids: <ul style="list-style-type: none"> <li>• Excessive height</li> <li>• Overshadowing surroundings</li> </ul>	
	River bank bridge piers: <ul style="list-style-type: none"> <li>• Integrate with park landscape</li> <li>• Respect and enhance park sightlines</li> </ul>	
	Aesthetics focus on optimizing bridge views from the surrounding neighborhoods	
	Bridge underside respects the views of: <ul style="list-style-type: none"> <li>• Pedestrians in the parks</li> <li>• Boaters on the river</li> </ul>	
	Bridge lighting is: <ul style="list-style-type: none"> <li>• Subtle</li> <li>• Non-intrusive to neighborhoods</li> </ul>	
	View from the new bridge possesses: <ul style="list-style-type: none"> <li>• Minimal obstructions</li> <li>• As open a view as possible</li> </ul>	

**Next Steps**

- Open Houses
  - Late 2005: Concepts
  - Early 2006: Alternatives
- AAT/RAC Meeting
  - Winter 2006
  - Spring 2006

There being no other questions or comments, the meeting was adjourned.