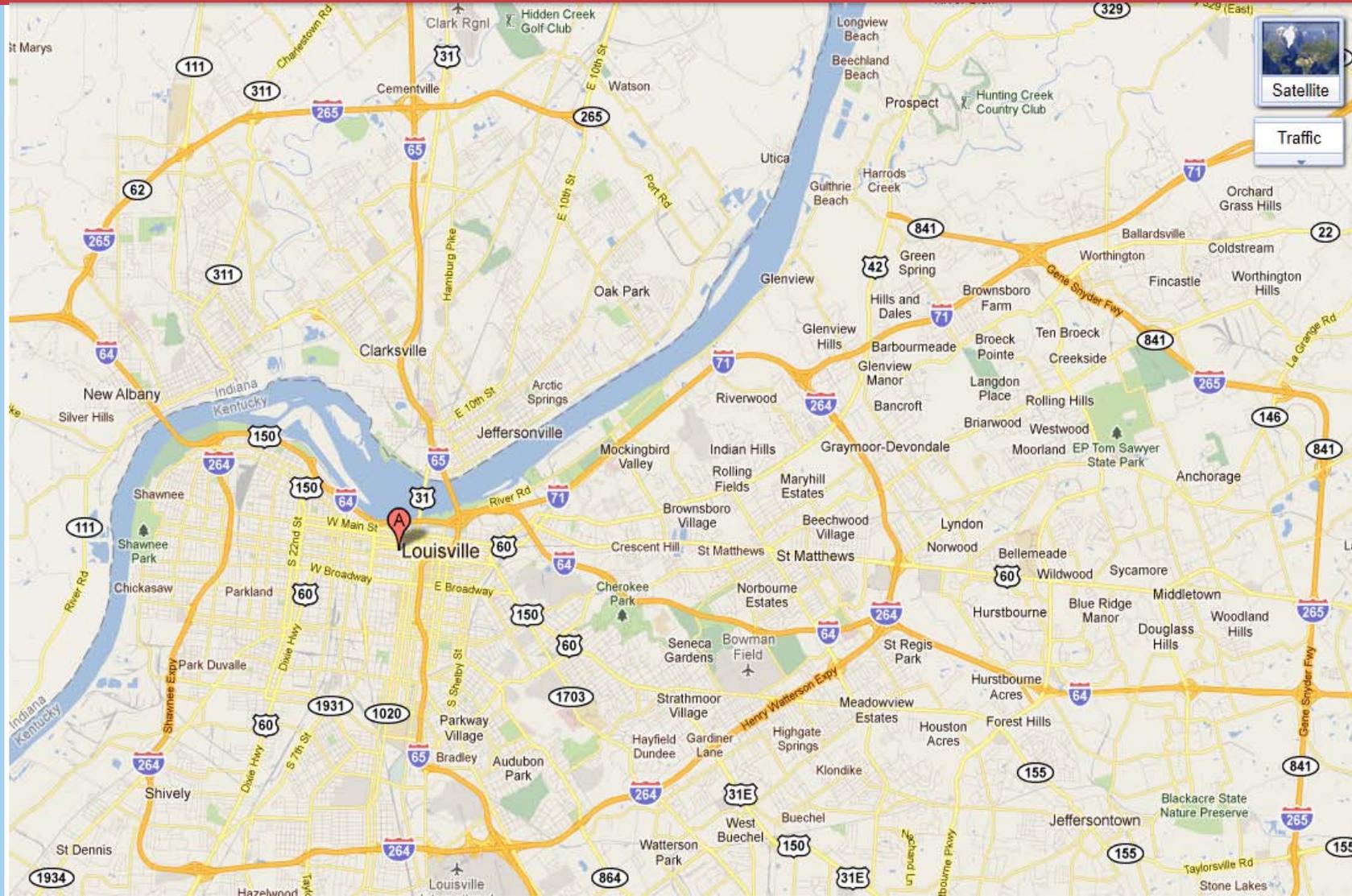




The Louisville - Southern Indiana
Ohio River Bridges Project
(LSIORBP)

August 23, 2011

Area Map



The Bridges Project



Project History



- 1969** First LMA Transportation Plan developed
- 1969** Cross-River Mobility added to the Long-Range Plan
- 1978 & 1993** Long-Range Plan updated
- 1994** Metropolitan Louisville Ohio River Bridge Study
- 1996** Horizon 2020 Plan Completed (included completion of I-265 loop, add new 6-lane downtown I-65 bridge and reconstruction of the Kennedy Interchange)
- 1997** Ohio River Major Investment Study (ORMIS) Final Report
- 1998** FHWA issues a Notice of Intent for an EIS
- April 2003** Record of Decision on LSIORBP

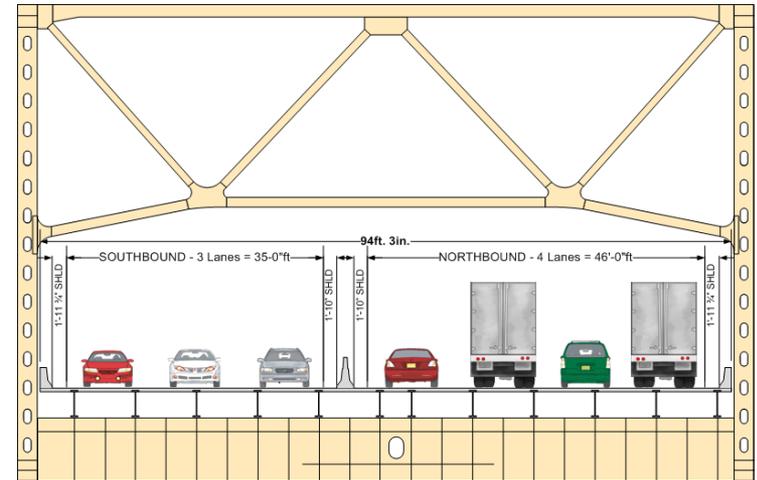
Section 1 - Kennedy Interchange



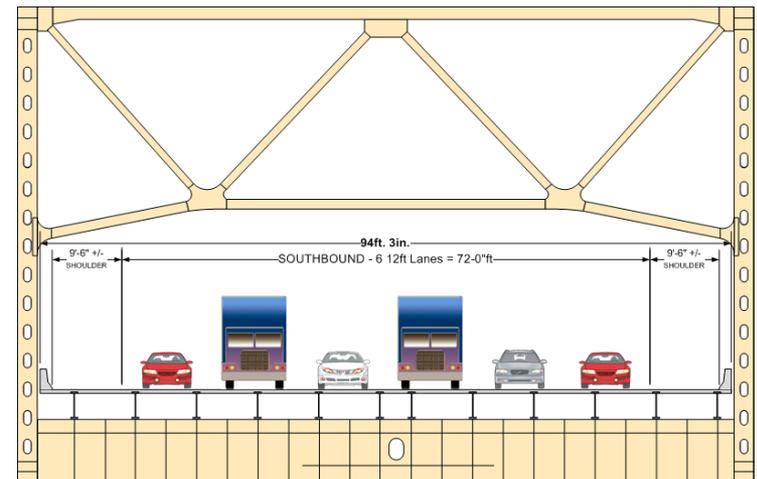
Existing JFK Bridge



- 6 Lanes Southbound Only
- Shoulders, Each Side
- Deck Replacement
- Remove Median Barrier
- New Signing
- No change to the Steel Structure

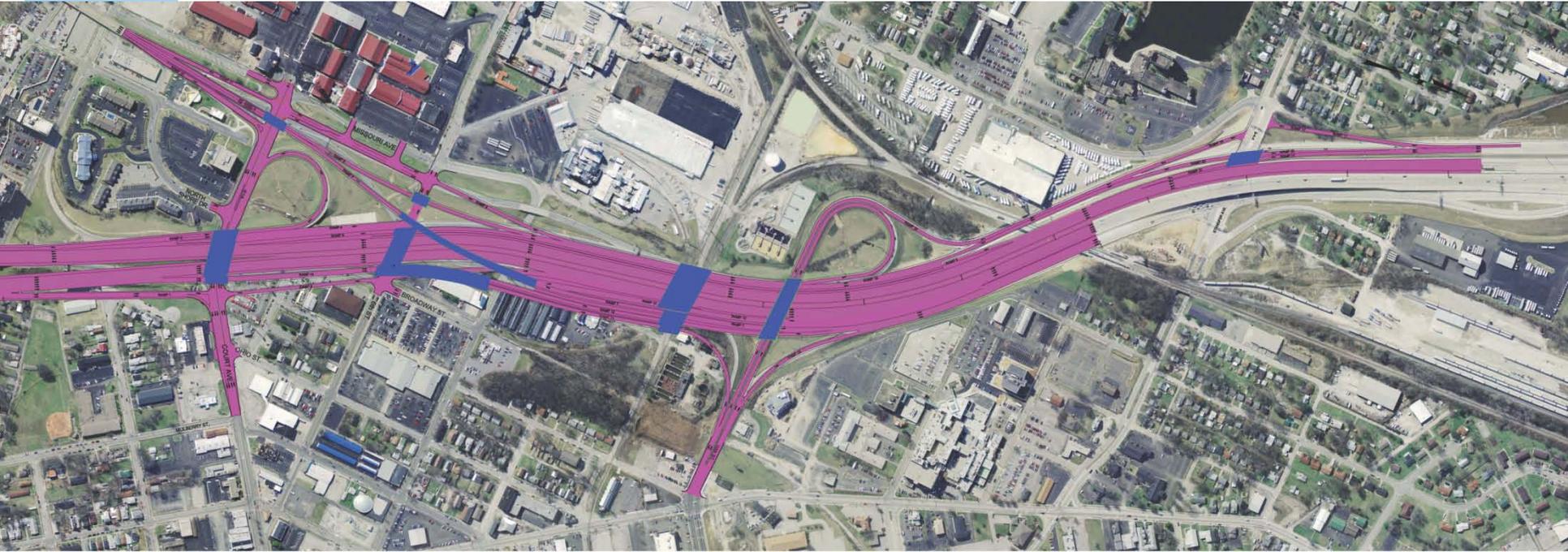


Existing Traffic Pattern

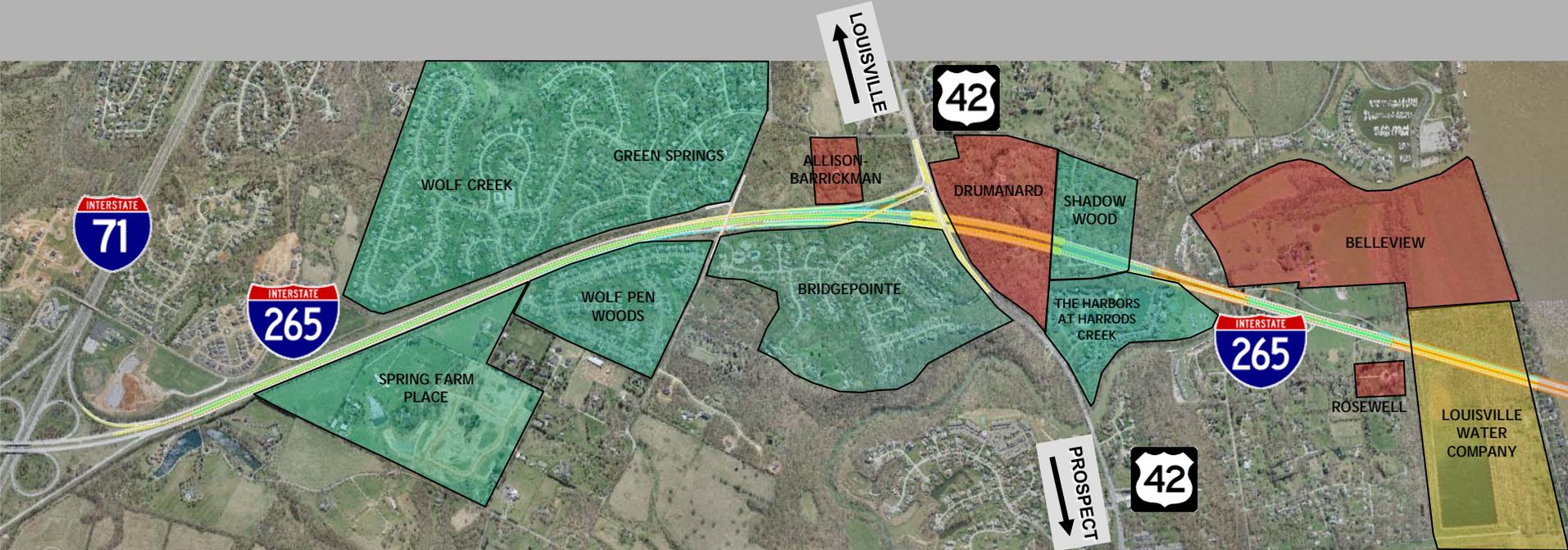


Proposed Traffic Pattern

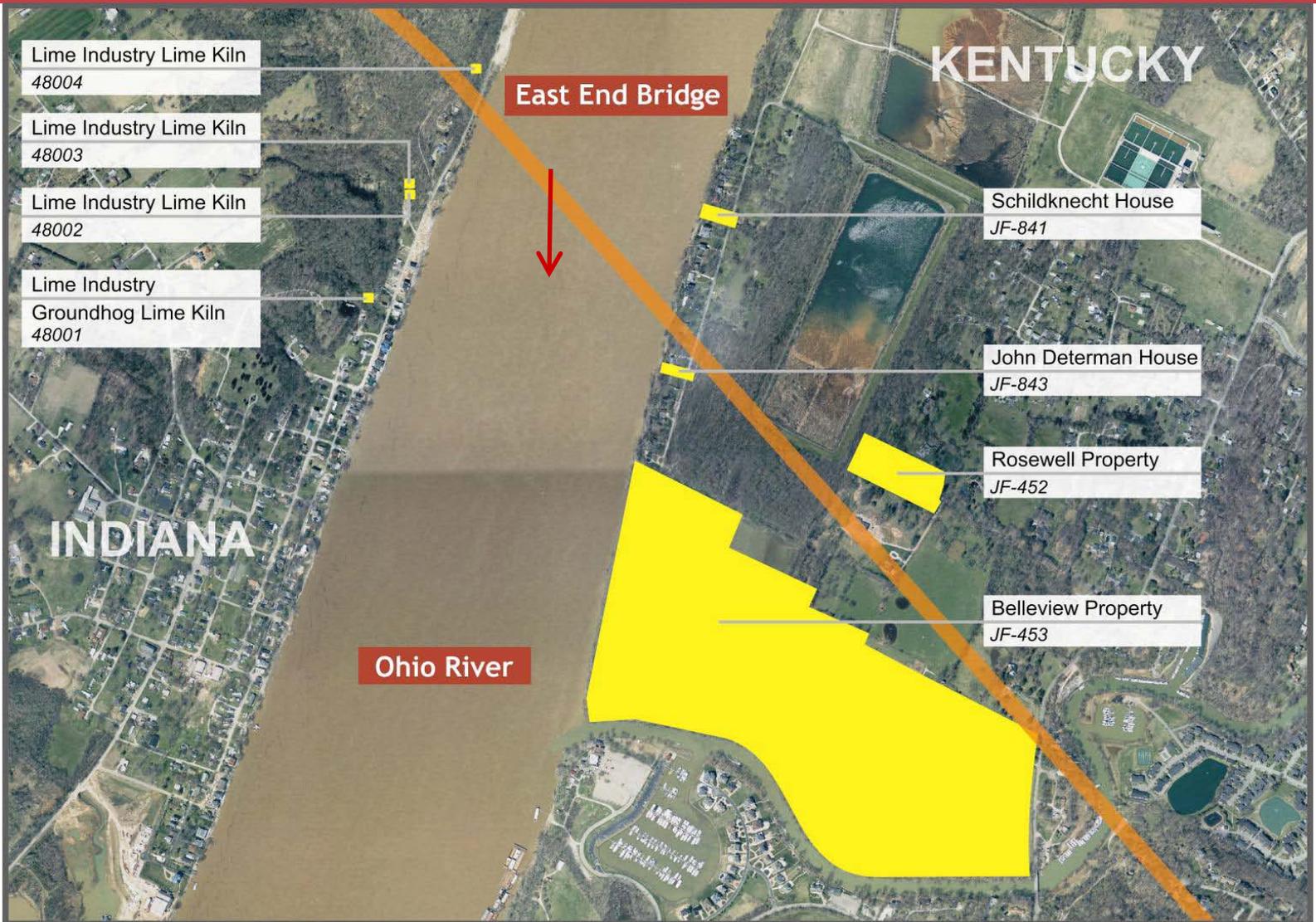
Section 3



Section 4



Historic Cultural Landscape



Section 6



Purpose and Need

- Safety problems
- Traffic congestion
- Inefficient mobility
- Inadequate system linkage
- Planning consistency



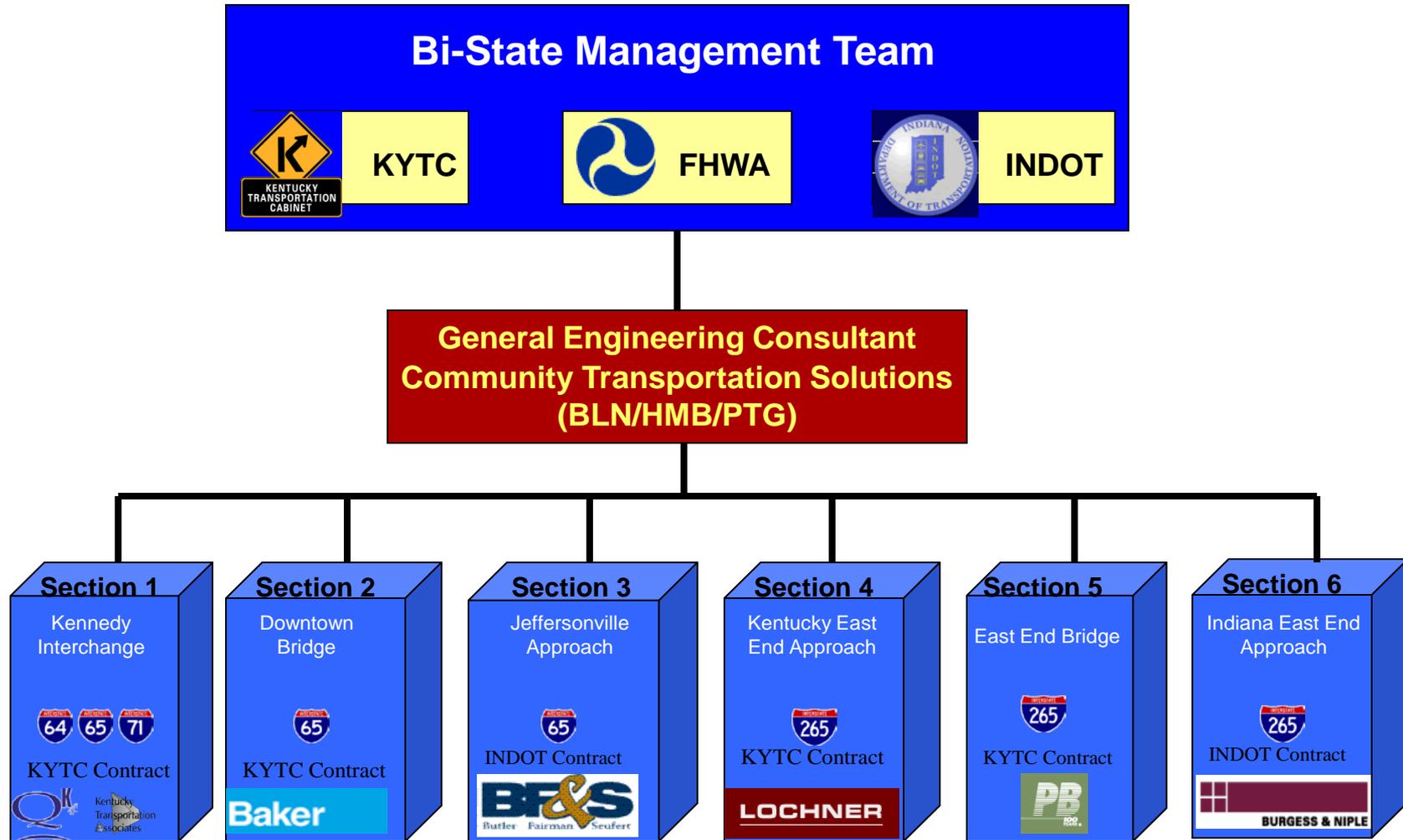
Bottom line: Improve cross-river mobility

Bridge Type Selection

- 4 Step Public Process
- 14 Member Executive Committee
 - Kentucky Gov.
 - Indiana Gov.



Project Management



**Approved
by FHWA in
January 2008**



Submitted to:
**Federal Highway
Administration**

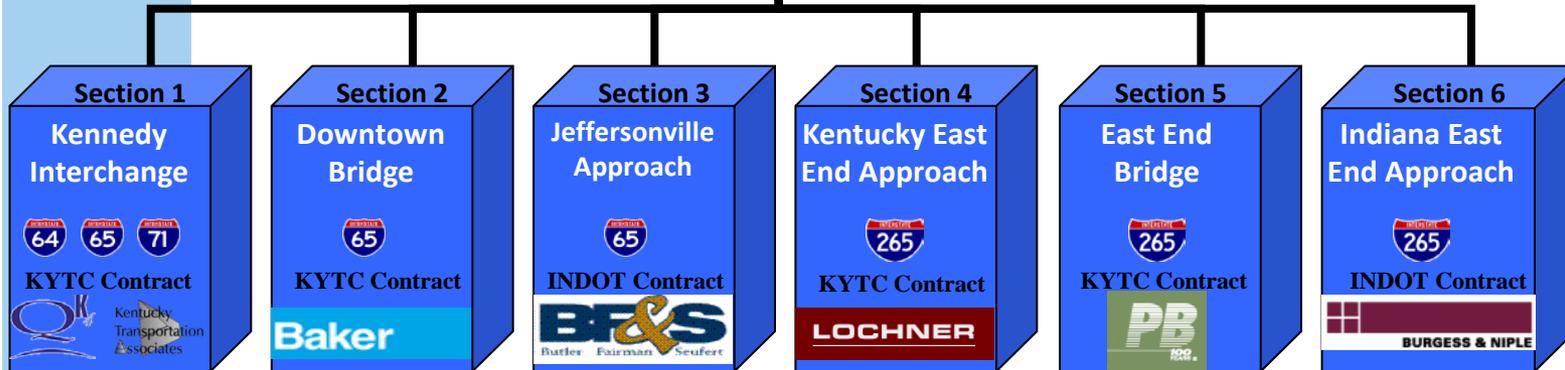


Submitted by:
**Kentucky Transportation Cabinet
Indiana Department of Transportation**



January 2008

Project Development Team



HORIZON 2030

The Metropolitan Transportation Plan
for the Louisville (KY-IN) Metropolitan Planning Area:
Clark & Floyd Counties, Indiana and
Bullitt, Jefferson, & Oldham Counties, Kentucky

ADOPTED OCTOBER 7, 2010



Governors, Mayor identified potential project savings

- 1. Rebuild Kennedy Interchange in place**
- 2. Reduce East End bridge, roadway and tunnel from six lanes to four lanes**
- 3. Complete the Big Four Bridge pedestrian / bike path under a separate project**



Cost Savings

| Project Segment | 2003 Selected Alternative | 2011 Modified Alternative |
|-----------------------------------|----------------------------------|----------------------------------|
| Section 1 - Kennedy Interchange | \$1,530.0 | \$728.2 |
| Section 2 - Downtown River Bridge | \$569.7 | \$532.6 |
| Section 3 - Downtown IN Approach | \$392.7 | \$177.8 |
| Section 4 - KY East End Approach | \$885.2 | \$794.8 |
| Section 5 - East End River Bridge | \$406.2 | \$326.2 |
| Section 6 - IN East End Approach | \$234.8 | \$231.7 |
| Other Costs ⁽²⁾ | \$124.2 | \$125.0 |
| TOTAL⁽¹⁾ | \$4,142.8 | \$2,916.2 |

(Costs in \$, million)

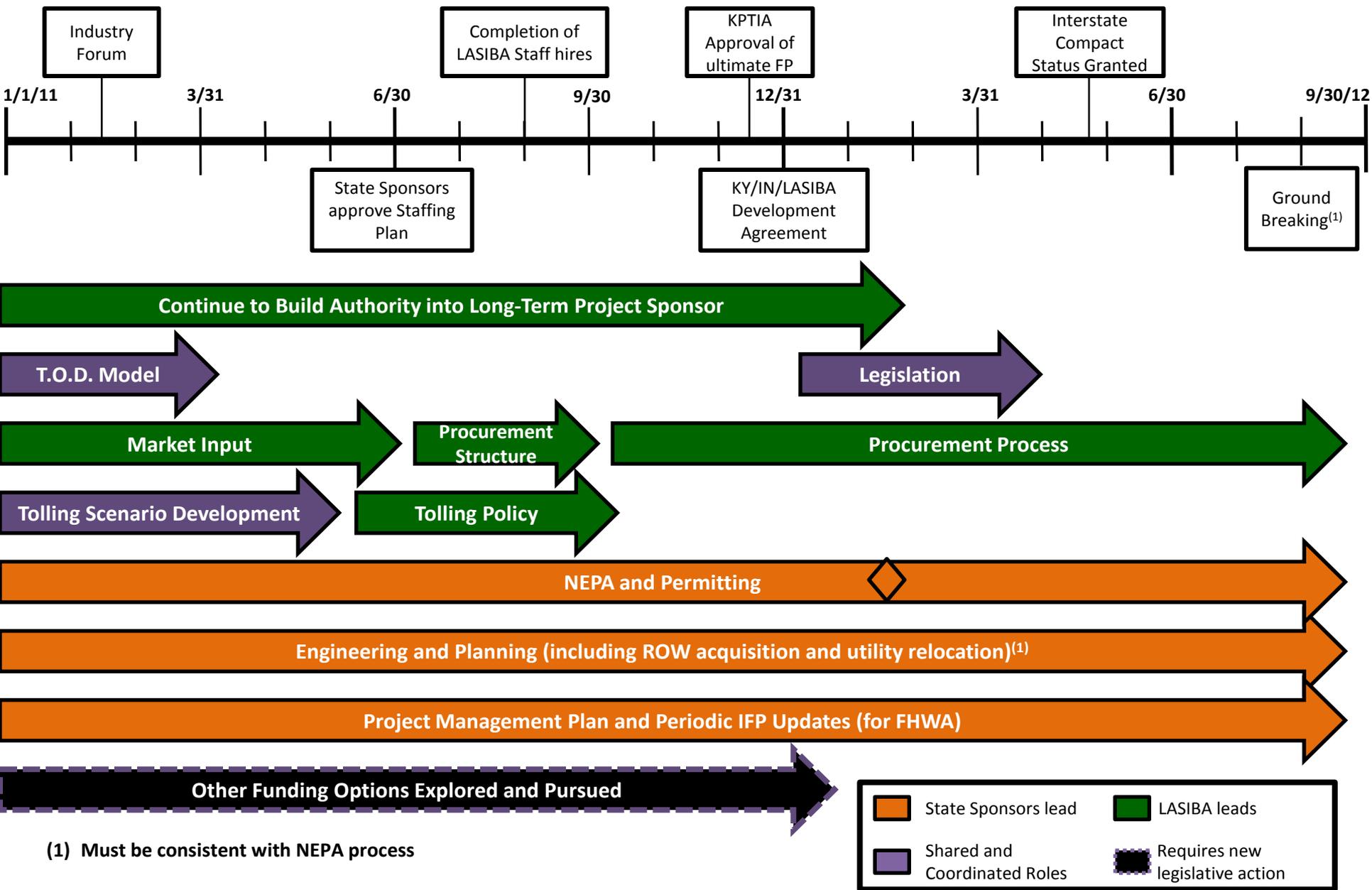
(1) Totals may not sum due to rounding

(2) Includes costs that are not section specific, including Project Oversight, Environmental Mitigation of Hazardous Materials, Wetland Remediation and Historic Preservation

Industry Forum



Held on February 16-17, 2011

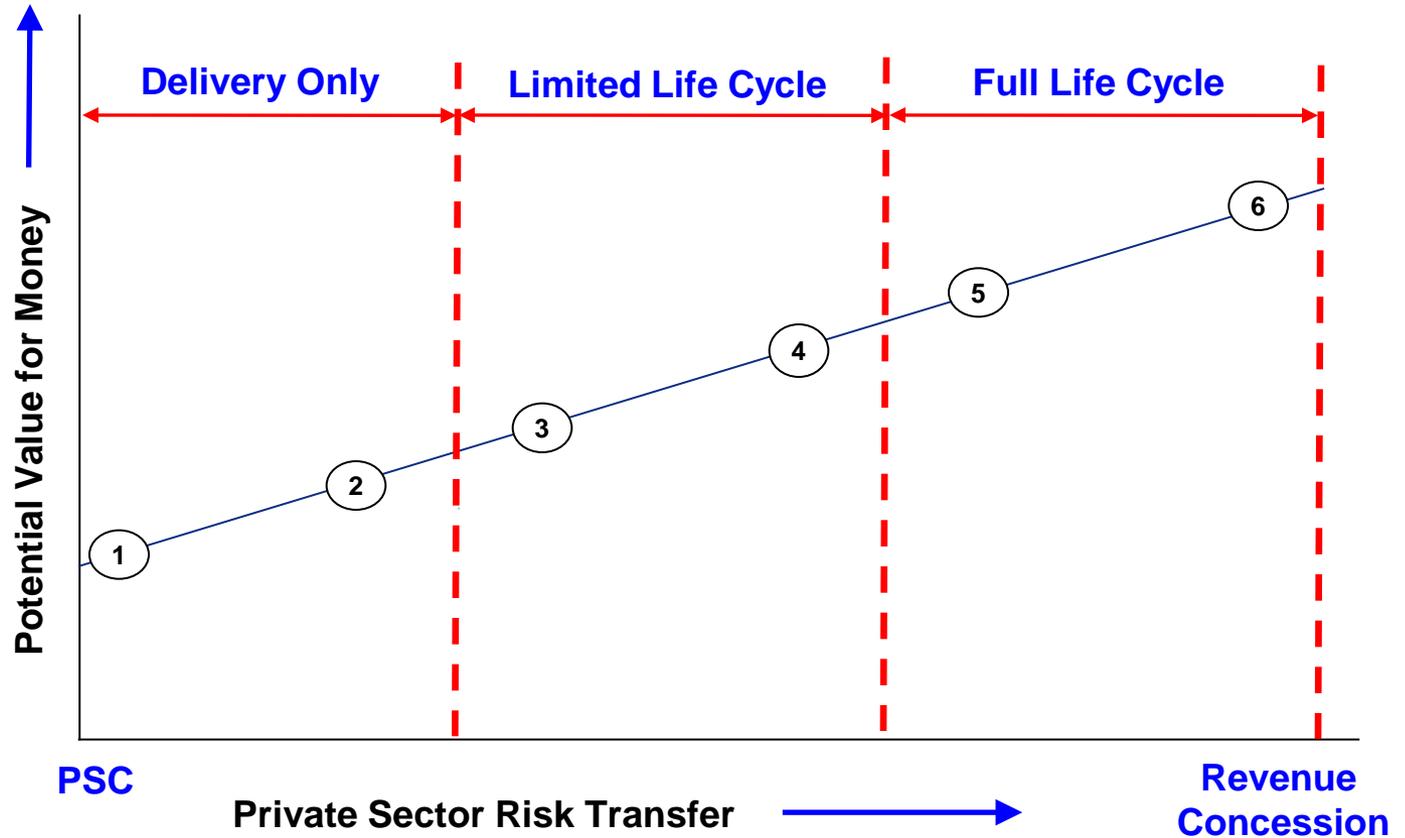


- **Federal requirement to review potential changes**
- **What are the impacts associated with:**
 - **Tolling**
 - **Implementation of cost saving ideas**
- **Focused effort**

Overview of Scenarios

1. Design-Bid-Build (Public Sector Comparator)
2. Design-Build
3. Design-Build and Operate-Maintain (with private operating and maintenance contracts)
4. Design-Build-Finance and Operate-Maintain (with private operating and maintenance contracts)
5. Availability Concession
6. Toll Concession

Goal is to calculate incremental value of shifting more risk to a private partner.



- **Draft SEIS Published**
- **Delivery Option Defined**
- **Initiate Updated Financial Plan**

- **Complete Record of Decision (ROD)**
- **Finalize Financial Plan**
- **Prepare Project Management Plan**
- **Begin Construction**



