



**W. Broadway Bridge
KYTC Item No. 5-805
Public Meeting October 27, 2020
Questions and Answers**

The Public Meeting was conducted virtually and provided opportunity for the public to submit written questions. The following is a compilation of the questions received during the meeting. Regardless of whether questions were answered verbally during the meeting, they are included in this documentation to provide a comprehensive reference.

Question (as submitted and without edit)	Answer
How many people are in attendance?	Attendance varied throughout the evening. There was a total of 104 attendees who participated for at least part of the meeting.
There appears to be some discrepancies regarding the construction date of this bridge. Can you definitively state the construction year and provide references?	The 1910 construction date mentioned in the presentation was based upon information from the survey form in the records at the Kentucky Heritage Council. Additional resources reviewed since the meeting suggest that the bridge was constructed in 1893. These resources include copies of articles from the Frankfort Roundabout newspaper from the period.
Has an underwater investigation of the piers conditions been done and should the cost of the investigation be shared with the railroad	KYTC commissioned an underwater inspection, which has been completed. The report is being compiled and should be completed by the end of the year.
How did you come up with the \$2,366,000 price tag for the historic pier repair when the underwater conditions are unknown as the underwater inspection has yet to be carried out?	As noted during the presentation, the cost estimates did not include underwater repairs or design fees. The pier repair cost estimates are based on above-water conditions only. Underwater repair costs cannot be estimated until the inspection report is released; design fees would be negotiated with a firm hired to design the converted bridge or new construction. See posted 2019 Broadway Bridge Feasibility Study pdf page 20 for cost summaries and pages 21-40 for details of cost estimates. Also, please refer to the 2019 In-Depth Bridge Inspection Report now posted on https://transportation.ky.gov/DistrictFive/Pages/Broadway-Bridge-Project.aspx for a more comprehensive understanding of Broadway Bridge's deficiencies.



Question (as submitted and without edit)	Answer
The stone wall on the west end of the bridge is in poor shape and needs repair. Would this project address this also?	Correction from response provided during Public Meeting: There are costs to stabilize and repair the abutment in both rehabilitation options. See posted 2019 Broadway Bridge Feasibility Study pdf page 20 for cost summaries and pages 21-40 for details of cost estimates.
The Bridge is National Register of Historic Places eligible and my research indicates it might have been built in the same year as the Singing Bridge (1894). Therefore, as part of the demolition project will the bridge be documented to HAER standards, and has the KY SHPO signed off on demolition? esp. as pertaining to the stone piers as they are the first successful piers constructed at this location?	Consultation with SHPO has been initiated but effects to historic properties and mitigation have not yet been discussed or determined. These will be addressed as part of the Section 106 process for the project. The cultural historic survey for this project includes documentation of the Broadway Bridge and its eligibility for the National Register of Historic Places (NRHP), as determined by the Keeper of the NRHP.
Will the underwater inspection report be made available on the project website when it is received? (in lieu of an Open Records request)	The underwater inspection report will be posted to the project website, when available.
I'm concerned about the dismantling or fixing up of the Bridge as far as environmental impact. One concern is the lead paint on the Bridge which is flaking...will it be encapsulated whether it is being rehabilitated or dismantled? (we have a home within 30 yards of the Bridge) I'd like to see it rehabilitated)	If rehabilitated or demolished, the contractor would be responsible for containment of all wastes, as well as proper disposal in accordance with state and federal requirements. All regulations regarding hazardous materials will be followed, regardless of which alternative is chosen.
Why didn't KYTC continue to do maintenance since 1995 when the upgrade cost was around \$400,000 and we might not now be having this expensive rehab cost.	Once the bridge no longer served as part of a functioning highway route it was removed from the highway inventory. As early as January 7, 1997, KYTC correspondence with the City indicates that KYTC bridge inspection and maintenance staff were of the opinion that the bridge should be removed from service. KYTC also expressed concern that the HMB estimate for repair was based upon outdated information and did not represent the true cost that would be incurred to re-open the structure. A copy of this correspondence with the City has been posted to the project Documents on the Project website.



Question (as submitted and without edit)	Answer
<p>one of the pier repair methods examined was using injection of epoxy (in cracks) rather than the two methods mentioned. Could the current work look at that as an alternative?</p>	<p>See posted 2019 Broadway Bridge Feasibility Study pdf page 20 for cost summaries and pages 21-40 for details of cost estimates. Epoxy injection is not appropriate for all repairs and is mostly applicable to cracked concrete with tight cracks (1/64") up to about 1/4". Some epoxy injection repair was included in the cost estimates, where appropriate.</p> <p>Also, please refer to the 2019 In-Depth Bridge Inspection Report now posted on https://transportation.ky.gov/DistrictFive/Pages/Broadway-Bridge-Project.aspx for a more comprehensive understanding of Broadway Bridge's deficiencies and the numerous large cracks in masonry joints and the cut stones.</p>
<p>Why would there be underwater repair costs associated with the new bridge alternative?</p>	<p>A new bridge could be constructed on the existing alignment using the existing piers which could require pier repairs underwater.</p> <p>If the decision was made to construct a new bridge on a new substructure adjacent to the existing bridge and not demolish the existing bridge, the deck of the existing bridge would be removed to address safety concerns and the remaining superstructure and substructures-would be transferred into City ownership. Condition of the piers could represent a significant long-term maintenance cost.</p>
<p>The slides seem to imply that the \$600K demolition will not include the stone piers (pier 3 is failing although other piers are in fair condition) .. Are the piers to remain in all alternates and if they need to be demolished, why weren't costs to demolish the substructures included in the \$600K estimate?</p>	<p>The focus of the Feasibility Study was to evaluate a conversion of the bridge to pedestrian use. If that was not possible, KYTC requested estimates for stabilizing parts of the bridge that were considered a hazard to the public. Debris falling from the bridge was considered a greater hazard than rocks dislodging from the pier. Once the underwater inspection report is reviewed, there could be additional recommendations regarding needed pier repairs.</p>
<p>Could the City/State engage with RJ Corman to build a cantilevered walk/bike path off of the existing railroad bridge?</p>	<p>The project is in its early stages, and coordination with the RJ Corman will occur in the coming months. KYTC cannot speak to what RJ Corman may consider acceptable on its bridge.</p>
<p>How would any of these options affect the railroad bridge? Has the railroad company been included in the discussions?</p>	<p>The project is in its early stages, and coordination with the RJ Corman and CSX will occur in the coming months. None of the alternatives would significantly affect the railroad bridge or its operation.</p>



Question (as submitted and without edit)	Answer
The railroad wasn't mentioned. Isn't it supported by the same abutments?	The railroad bridge shares a river pier with the Broadway Bridge. Abutments for the bridges are side-by-side, but appear to be structurally independent.
What's the estimate cost of updates, repairs or upkeep of the bridge if we save the bridge now vs a new walking bridge over year?	The purpose of the Feasibility Study was to consider options that are available today and was not scoped to address a projection of long-term maintenance costs. Maintenance costs for a rehabilitated structure would be expected to exceed those of a new structure, especially in the near-term.
What are the maintenance costs, over some number of years, for the various alternatives?	The purpose of the Feasibility Study was to consider options that are available today and was not scoped to address a projection of long-term maintenance costs. Maintenance costs for a rehabilitated structure would be expected to exceed those of a new structure, especially in the near-term.
If the railroad shares the piers with the bridge, what is their role and willingness to participate in possible rehabilitation? Financial participation?	The project is in its early stages, and coordination with the RJ Corman and CSX will occur in the coming months.
And if so, wouldn't the railroad have obligation to contribute financially to the project?	The project is in its early stages, and coordination with the RJ Corman and CSX will occur in the coming months.
How long does the City have to make a decision before KYTC continues with Demolition	KYTC has been and will continue to coordinate with the City. A decision would be expected following completion of the Section 106 historic property review.
Is there a ballpark figure for consultant fees to redesign and for underwater investigation?	An underwater inspection has been completed by KYTC contractors. Design cost for a new bridge will depend on the type of structure chosen, number of spans, and findings from a geotechnical investigation. The Coast Guard would determine required horizontal and vertical navigational clearances which will also affect bridge cost. Geotechnical site borings, laboratory work and engineering, structural engineering, hydraulic and scour analyses, pathway design to prepare construction plans and specifications, and permitting would be required. Construction inspection work would be additional to preparing the bid package.
The historical bridge consultants that presented earlier in the year, offered to lead efforts to lead external funding for this project. Is this approach being considered?	KYTC has authorized sufficient funding to address removal of the deck and truss. Should the City decide to accept responsibility for the bridge, it would be their responsibility to address the funding gap between the cost of demolition (\$600,000) and conversion or new construction.



Question (as submitted and without edit)	Answer
<p>The presentation mentioned that "communication b/t KYTC and the city is ongoing" regarding responsibilities and contributions. Do you know yet roughly how much the city is willing to contribute? Is there a large gap b/t the costs of one of the pedestrian alternatives and the avail funding?</p>	<p>The City has not yet informed KYTC whether they will take responsibility for the bridge and any costs for conversion or new construction. Estimated costs for bridge conversion or a new bridge range between \$2-4M. If conversion is to occur, a funding gap would exist between the cost of the alternative selected and the \$600,000 that would be contributed by KYTC.</p>
<p>Why is it huge trains can pass over tye smaller bridge but people and cars can't travel the larger one which shares the same piers? If one is closed, why not both?</p>	<p>Though the bridges have the one in-water pier in common, they are otherwise very different. KYTC has thoroughly inspected its bridge and is confident of its understanding of the deficiencies and load bearing capacity for the structure.</p>
<p>The question regarding passing beneath is subject to time of year and weather. Boating season being the primary concern</p>	<p>Traffic beneath the structure during winter months would be expected to be much less than in warmer months. The question was intended to gauge general use of the corridor by those in attendance.</p>
<p>I currently live on the east side of town on the corner of Hopi trail and Schenkel Lane. I don't feel like the initial question of where I lived was inclusive of my interest. For example, the question of where I lived only included "downtown Frankfort , bellepoint, buttermill hill, Franklin county, surrounding county or other. " I don't technically live in either of those areas so I chose "other." How much will will this particular poll be used to analyze community interest?</p>	<p>The question was only intended to gauge the general proximity of those in attendance to the project. This poll is not considered to be indicative of community interest.</p>
<p>What is the timing of the decision in which option to take? And who will decide that? What is the role of the Frankfort City Commission in this project?</p>	<p>KYTC has been and will continue to coordinate with the City. A decision would be expected following completion of the Section 106 historic property review. As for the role of the City Commission, a decision on accepting responsibility for the bridge would presumably follow the decision-making process typically followed by the City in such matters.</p>
<p>If you were the city of Frankfort, what would your decision be today with the bridge's current deteriorating status?</p>	<p>KYTC cannot speak for the City on this matter. The City could consider having KYTC remove the structure, leave the piers in place, accept the transfer of the right of way and then, over time, identify funding and select an alternative that best meets the City's needs for implementation.</p>
<p>We've all seen master plan projects have a roaring start only to go nowhere. What makes this one different?</p>	<p>The Master Plan belongs to the City, and KYTC cannot speak to the commitments, goals, and objectives of the City as it implements that plan.</p>



Question (as submitted and without edit)	Answer
Are the options that were presented able to be viewed anywhere? Would need to reference those for comments/questions.	The alternatives identified in the presentation are discussed in greater detail in the Bridge Conversion Feasibility Study, available on the project website.
How will Consulting Party applicants find out if they have been accepted	Applicants to participate as a Consulting Party will be notified by email whether they are approved.
Apologies if I missed this -- if a new bridge is constructed, what would be its clearance over the river? The same as the existing railroad bridge?	The Coast Guard would set vertical and horizontal clearance requirements for a new structure. These could be similar to the existing bridge or the newer twin structures downstream, but only coordination with the Coast Guard will provide a definitive answer to this question.
The Broadway Bridge is the only bridge that is on grade in Frankfort. It is the only river crossing that is safe for children on bicycles, as the Capital Ave Bridge has steps, the Singing Bridge has signs prohibiting bicycles, and the Mero St Bridge walkway has steps. If the Broadway Bridge is lost what is the alternative for safe at grade crossing of the river?	Demolition of the bridge would not change the existing condition. A conversion alternative or construction of a new mutiuse path would improve connectivity.
What time frame are we looking at if it comes to demolition of the bridge?	KYTC has been and will continue to coordinate with the City. A decision would be expected following completion of the Section 106 historic property review. With funding authorized, if it is decided to demolish the structure, KYTC could potentially initiate the work in 2021.
Why did the City include the bridge in their City plans as a key element, but not be willing to accept ownership? Maintenance would be as expensive and difficult as rehabilitation in the long term, how could that be funded?	KYTC cannot speak to the City's planning process or the funding sources that it might use for long-term maintenance.
Grants?	KYTC cannot speculate on funding sources that the City might pursue to implement a bridge conversion or new bridge alternative.
You have a document showing the terminology for the parts of the bridge. Where do we find that?	See 2019 Broadway Bridge Feasibility Study figures 6, 8, 9, and 10 on the project website.
What type of federal funds are available for the city to apply for to help pay for conversion to a pedestrian bridge?	KYTC cannot speak to funding options that the City might pursue to implement a bridge conversion or new bridge alternative.



Question (as submitted and without edit)	Answer
<p>Could you put up the slide in that should the different options with cost breakdown?</p>	<p>The copy of the slideshow presentation, available on the project website (updated 10-27-20), presents the cost estimates for the alternatives on page 27.</p> <p>See also 2019 Broadway Bridge Feasibility Study table 1 on the project website.</p>
<p>Was a project to rehab or replace the bridge included in the last SHIFT process by KYTC? If so, was it scored and/or boosted by the local government?</p>	<p>Broadway Bridge is not an eligible project type for the SHIFT process and scoring.</p>
<p>a key question that should be considered is the economic impact of these kinds of projects in other communities. There should be precedent. Either the city or the state will be guilty of malfeasance if they do not answer that question.</p>	<p>Thank you for your comment.</p>
<p>will the impact analysis take into account the positive impacts on the communities of Buttimer Hill and Taylor avenue?</p>	<p>The environmental review will consider not only effects that may be adverse but also those that would be considered beneficial.</p>
<p>Couldn't a new bridge be installed in a better location and designed to fit the historic appearance of the area, but be much more affordable to install & maintain?</p>	<p>The new bridge alternative, for which cost estimates have been prepared, was considered to be immediately downstream of the existing structure. That would not preclude the crossing being designed elsewhere. The cost of a new bridge on at a new location would vary depending upon a variety of factors but overall length would likely be similar resulting in similar costs. Enhancements to complement or blend with Frankfort's history could be incorporated.</p>
<p>Not circa 1910. How about doing the research necessary? 1893</p>	<p>The 1910 construction date mentioned in the presentation was based upon information from the survey form in the records at the Kentucky Heritage Council. Additional resources reviewed since the meeting suggest that the bridge was constructed in 1893. These resources include copies of articles from the Frankfort Roundabout newspaper from the period.</p>
<p>Since there is not a walking path destination on the Taylor Avenue side nor much need for foot or bike traffic on that side; what is the foreseen objective of remastering the bridge? Traffic from BellPoint will likely travel the nearest twin bridge and traffic coming from second street would likely travel the Singing Bridge.</p>	<p>The Downtown Frankfort Master Plan includes the following goal for using the Broadway Bridge as a pedestrian path: "At the west end of the Bridge, a new connection along the River south along Taylor Street can connect to Second Street. To the north, potential exists for trail improvements across the Benson Creek Bridge at to the Rt. 127 bridges and along Kentucky Avenue to Lock 4; as well as improved</p>



Question (as submitted and without edit)	Answer
	connections along the eastern bank to Fort Hill and north to Buffalo Trace as part of the Wilkinson Boulevard redesign."
Why does KYTC spend money on bridge surveys and studies without committing money to ongoing maintenance and repairs?	Certain bridge inspections are required periodically by federal law. KYTC manages a limited budget for maintaining more than 27,600+ miles of roadway and 9,600+ bridges statewide. Funding is insufficient to address all needs.
What is the timeframe on if the city or a private party wants to purchase?	KYTC has been and will continue to coordinate with the City. A decision would be expected following completion of the Section 106 historic property review in 2021.
There is already the smaller historic bridge, just past the Broadway bridge, can't that offer the historic bridge element? The Broadway bridge is a safety and financial hazard at this point. Rehab 20-30 years would have been the time for this discussion.	The Benson Creek truss provides a sense of historic character to the area. Its proximity to this bridge does not minimize the historic importance of the W Broadway Bridge.
When will underwater assessments and cost analysis be available please so we can add them to the cost estimates please? Thanks!	The underwater inspection results should be available later this year. Cost estimates for necessary repairs can be developed based upon this new information.
Your report is very biased towards demolition or a 10' wide path. Grateful that Frankfort protected citizens on the path from falling debris. That is just a first step and way late.	AASHTO's Guide to Bicycle Facilities, 4th Edition states: "The minimum paved width for a two-directional shared use path is 10 ft. Typically, widths vary from 10 ft to 14 ft, with the wider values applicable to areas with high use and/or a wider variety of user groups." The 2019 Feasibility Study evaluated economical options for creating a cross-river connection across the existing truss as well as a possible new bridge alternative.
One alternative that is being considered is to demolish the bridge and create a pedestrian bridge somewhere else. Where? Will the neighborhood of Buttimer Hill have access to this new bridge? If not, then what will be done to enable that neighborhood the ability to cross the river into downtown?	The new bridge alternative for which cost estimates have been prepared was considered to be immediately downstream of the existing structure. The design and location of a new bridge would be determined by the City.



Question (as submitted and without edit)	Answer
<p>Training. Not once do you talk about training young and old craftsmen on the piers, with Dry Stone Conservancy, or with the iron bridge with rivets and protecting the sway bracing.?</p>	<p>The goal of the first Public Meeting was to introduce the project to the public and share the findings of the Feasibility Study. KYTC has contracted with the Dry Stone Conservancy for many projects and if the City chooses to implement an option that would involve historic pier repair, the DSC could be a valuable partner.</p>
<p>The Bogart reference has very many errors in regard to the bridge specifics I can provide my research if you are interested. e-mail for previous comment jcpyles@iglou.com</p>	<p>Thank you for your offer. KYTC is currently doing additional research into this matter. If you would like to share any of your findings, please submit them to BroadwayBridge@palmernet.com.</p>
<p>Does the state see this as scrap or do they see this as history and worth saving? These steel bridges will never be built again. We do not have the steel making ability. It would be a travesty to engineer and architectural history.</p>	<p>KYTC recognizes the historic significance of the bridge but also recognizes its condition.</p>
<p>What about the previous question as to whether the cost of pier repair would be shared with the railroad?</p>	<p>The project is in its early stages, and coordination with the RJ Corman and CSX will occur in the coming months.</p>
<p>Has a simulair beidge been restored herwe in KY?</p>	<p>KYTC is unaware of a project that restored a bridge after being closed to traffic for almost three decades, rated as being in "Imminent Failure" condition after an in-depth inspection according to the National Bridge Inspection Standards. The Big Four bridge in Louisville had been unused for many years prior to its conversion to a multi-use path but it was in much better condition than the W. Broadway Bridge.</p>
<p>If the City were to take over the bridge, what grants are usually available with matching funds for this type of project? L&WC grants? Historic preservation grants? Transportation grants?, etc.</p>	<p>KYTC's contribution of up to \$600,000 would be consistent with the criteria established for the Historic Bridge Program administered by the Federal Highway Administration. For projects such as this, KYTC is not involved in securing grant funding for local contribution and is unable to provide any suggestions at this time.</p>
<p>Mitigation needs to start with the truth of the dates of the build for an extant bridge.</p>	<p>The 1910 construction date mentioned in the presentation was based upon information from the survey form in the records at the Kentucky Heritage Council. Additional resources reviewed since the meeting suggest that the bridge was constructed in 1893. These resources include copies of articles from the Frankfort Roundabout newspaper from the period.</p>
<p>only one of the piers involves the RR not all of the piers</p>	<p>That is correct.</p>



Question (as submitted and without edit)	Answer
Who will decide what happens?	KYTC will continue to coordinate with the City throughout the project development process. If a plan emerges for the City to assume control of the bridge and implement a conversion or new bridge alternative, the bridge can be transferred to the City for its future project.
Following the 1993 bridge closure in 1996 the bridge was reconditioned to allow pedestrian crossing as part of a federally funded interconnected river trail system which saw the full restoration of the Whipple Truss bridge adjacent over the Benson creek. KYTC later visually inspected and fully closed the roadway bridge including removing the pedestrian access. As part of this pathway, why did KYTC not consider the bridge in active use and make repairs to maintain this pedestrian crossing. And would the use of ISTEA funds at the time impact this current project.	Once the bridge no longer served as part of a functioning highway route it was removed from the highway inventory. As early as January 7, 1997, KYTC correspondence with the City indicates that KYTC bridge inspection and maintenance staff were of the opinion that the bridge should be removed from service. KYTC also expressed concern that the HMB estimate for repair was based upon outdated information and did not represent the true cost that would be incurred to re-open the structure. A copy of this correspondence with the City has been posted to the project Documents on the Project website.
A follow up to my last question, can we do a poll to see what people at this meeting want to see happen?	The goal of the first Public Meeting was to introduce the project to the public and share the findings of the Feasibility Study. KYTC encourages people to submit comments about their preferences through the project website.
How might the Consulting Party process that will strive to mitigate impact to the historic resource (the national register listed bridge itself) affect these options.	The Section 106 consultation will consider the eligibility of properties for the National Register of Historic Places in the Area of Potential Effect and the effects the various alternatives would have on them. Mitigation for adverse effects will also be considered. It is unclear, at this time, exactly how that process might influence the alternatives that have been presented.
If total demolition is chosen, do the shared piers become property of the railroad?	If a demolition alternative is selected, KYTC will work with all impacted parties to appropriately address disposition of state rights of way.
The cost of repairing or replacing the bridge has been quantified. Has anyone tried to quantify the benefits of having a pedestrian bridge?	KYTC is not aware of a quantitative study of a pedestrian bridge at this location. The City would be the most likely sponsor of such a study.



Question (as submitted and without edit)	Answer
<p>If the piers are just pointed [not epoxy filled and veneered] are they structural enough to hold the live load of pedestrian traffic? The steel is garbage but can be repaired but are the columns structural enough to support the pedestrian bridge. They are in compression and live load is minimal.</p>	<p>Once the underwater inspection report is reviewed additional recommendations may be forthcoming regarding methods / cost to stabilize piers.</p>
<p>What's the condition of the singing bridge?</p>	<p>The condition of the Singing Bridge is beyond the scope of this project. KYTC has and will continue to make investments to maintain the Singing Bridge.</p>
<p>The Consultant Working Bridges stated that "a phased approach...can be completed for under 2.5 million which could be funded through federal grants." What federal Grant's are they referring to and are these federal grants still available?</p>	<p>KYTC cannot speculate on funding sources the City might pursue to implement a bridge conversion or new bridge alternative.</p>
<p>Actually, not a question, but a clarification. Boaters may not be crossing under the bridge in the fall/winter, but there are people walk under the bridge on the River View Trail EVERY DAY all</p>	<p>Thank you for your comment.</p>
<p>Why is the city responsible for the pedestrian traffic? It is for the safty and movement of the kentucky residents.</p>	<p>KYTC is currently responsible for West Broadway Bridge and the safety issues it poses to pedestrians. If the City assumes responsibility for the bridge, it will be responsible for pedestrian traffic on or around the bridge.</p>
<p>can you give a breakdown to the Pier rehab costs?</p>	<p>The Bridge Conversion Feasibility Study, Appendix A: Detailed Cost Estimates provides documentation of how pier repair costs were calculated. The document is available at the Project website.</p>