



RIVER FIELDS

BRIDGES FACT SHEET MISPERCEPTIONS VS. FACT

There is a great deal of incorrect information in the public dialogue about the Louisville Bridges Project. Because River Fields' goal has always been to bring the facts to the attention of the public, we hope this sets the record straight. Each fact is documented. These are not River Fields' facts. These are **THE** facts.

Misperception: Downtown traffic problems will be reduced by building the eastern bridge.

Fact: "...we must be very clear that an east end bridge alone will not solve the problems within Spaghetti Junction. It would be very short sighted for the region to think that the east end bridge could be built and thereby make the downtown bridge and improvements to Spaghetti Junction unnecessary. Our analysis and experience tells us that the citizens of both Kentucky and Indiana would come to regret such a choice."

JHK & Associates, Nov. 18, 1996 Ohio River Major Investment Study (ORMIS) Recommendations, to Norm Nezelkewicz, Chair, ORMIS.

"Bridges study project manager Charles Raymer says an eastern bridge isn't intended to divert semi-truck traffic." *Courier-Journal*, February 24, 2002

Misperception: The eastern bridge is needed to route hazardous materials around the city.

Fact: "Provision of a hazardous materials route is not specified as a project need or justification." FEIS, p. 7-63.

"FHWA, INDOT and KYTC have no plan to designate the eastern bridge/highway as a hazardous materials route." FEIS, p. 7-274.

"There are no current plans to designate hazardous materials routes in the LMA [Louisville metropolitan area], nor is such a designation part of the purpose and need for the Project." (ROD) Record of Decision, Att. E, p. E-15.

Misperception: In order to construct the downtown project, the eastern bridge must be built first to re-route traffic.

Fact: The reason that the Kennedy Interchange (relocated south) option was developed by the Bridges Consultants and selected by the Federal Highway Administration as part of the "preferred alternative" was to keep traffic flowing through Spaghetti Junction during construction of the new interchange (*Selection of DEIS Alternatives*, CTS, Nov. 2000, p. 29; *Record of Decision*, FHWA, Sept. 2003, p. 17).

(OVER)

“There was no implication in the DEIS that an eastern bridge should be built first or that there exists any regional consensus concerning the construction of an eastern bridge first.” FEIS, p. 7-60.

“The phasing of construction of the elements of the Preferred Alternative will be determined after final design is completed and will be based on numerous considerations, including engineering constraints, availability of funds and impacts to the existing transportation system.” FEIS, p. 7-78.

Misperception: The downtown bridge was planned as a second project with the eastern bridge planned to be built first.

Fact: A Courier-Journal article on Saturday, September 28, 2002: “Federal official says two bridges could be **built simultaneously** (emphasis added),” states, “The federal government has the money and the resources to **simultaneously build** two bridges connecting Louisville and Southern Indiana, the head of the Federal Highway Administration said yesterday... ‘Absolutely, it can be done,’ Administrator Mary Peters said during a visit to Louisville, where she met with local business leaders.”

“An essential project” editorial, a front page article on Monday, December 4, 2006 headlined “Ohio River bridges price climbs to \$3.9 billion.” In that article the *Courier-Journal* states, “The report also calls for a bridge between eastern Jefferson County and Utica, Ind., to be built first...The project originally proposed building downtown and East End bridges **simultaneously** (emphasis added).”

A page one *Courier-Journal* article on Saturday, July 27, 2002: “States choose bridge routes, 10-year, \$1.4 billion plan includes redesigning Spaghetti Junction,” the *Courier-Journal* states, “The **entire project**—two bridges and Spaghetti Junction—**is expected to take 10 years**...(emphasis added).” For a project of this magnitude, a 10 year construction schedule would inescapably mean that the two components would have to be built at the same time.

The press kit for the Governors’ announcement of their preferred alignments in July 2002 included a sheet that said “Construction of two new bridges and a reconstruction of Spaghetti Junction could take eight to 10 years.” Construction impacts in the environmental study were analyzed using a 10 year simultaneous construction period.

Misperception: The eastern bridge will create new jobs.

Fact: “The consideration of an eastern bridge was not based on potential job creation.” FEIS, p. 7-53.

“...a Far-East Bridge alignment would shift almost 10,400 employees from Kentucky into Indiana....Over \$342 million in salaries is forecast to move across the Ohio River if any of the East-End Bridges are constructed.” DEIS, p. 5-28.