**Special points of interest:**

- Next Public Meeting - October 18, 4 p.m., Kenlake State Resort Park. Presentations at 4:30 p.m. and 6:30 p.m.
- Questions/Comments? Please visit our website at *www.lakebridges.com*

## Frequently Asked Questions

**Q: Will the October 18 public meeting be the same as the first meeting?**

**A:** No, the October 18 meeting will focus on nine preliminary bridge alternatives and will provide an opportunity for the public to provide further input on bridge type, including more specific design and aesthetic treatments to be incorporated into the final bridge design. The same electronic polling process that was used in the first meeting will be used October 18.

**Q: I cannot attend the October 18 meeting, how can I still make my opinion heard?**

**A:** Shortly after the October 18 meeting the preliminary bridge types will be posted on the project website. Citizens can submit comments regarding these bridge types via the website comment form.

**Q: How will my feedback affect the final outcome of this process?**

**A:** All comments and feedback from the public via electronic polling at the public meetings, written comment forms submitted by mail and comments submitted through the website will be considered throughout the bridge design process. The final bridges will belong to the Land Between the Lakes community and will reflect their desires for design, aesthetics and use in a manner that is feasible from an engineering and cost standpoint.


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We're on the Web!
www.lakebridges.com


LAKE BRIDGES OVER KENTUCKY LAKE & LAKE BARKLEY

# Lake Bridges News

October 2007


## The Bridge Type Selection Process

More than 300 local residents attended the first public meeting for the Lake Bridges project on July 19, 2007. For those of you who attended we want to thank you, and look forward to your continued input and participation. For those who were not able to attend the first round meeting, we hope that you will join the others in attending the second round public meeting on October 18, 2007. As illustrated in the graphic below, the bridge type selection process consists of three rounds of engineering study and public input. Citizen participation and input is critical throughout the entire process to ensure that the final bridge types that are constructed over the lakes reflect the desires of the citizens that will be using the bridge on a regular basis. The final product of the three round bridge type selection process will be three recommended bridge types for each lake crossing.

The Kentucky Transportation Cabinet (KYTC) is utilizing a unique process for selecting the bridge types that will be built over the lakes. This process solicits the public's opinion through the use of three rounds of electronic polling that allow citizens to voice their opinions regarding bridge design, aesthetics and characteristics. In addition to direct input from the general public, a Citizens Advisory Committee (CAC) has been appointed. The CAC consists of 16 area citizens representing a variety of community interests. The areas represented by members of the CAC are listed on the project website (*www.lakebridges.com*).

### Round 1

The first round of the selection process included CAC and public meetings in July designed to solicit preferences on aesthetic bridge characteristics. Using these results, the study team is currently performing preliminary engineering assessments of bridge types to identify approximately nine concepts per site which are viable bridge types and would be expected to be within budget.

**"We are very pleased with the turnout and the input that we've received on this project."**

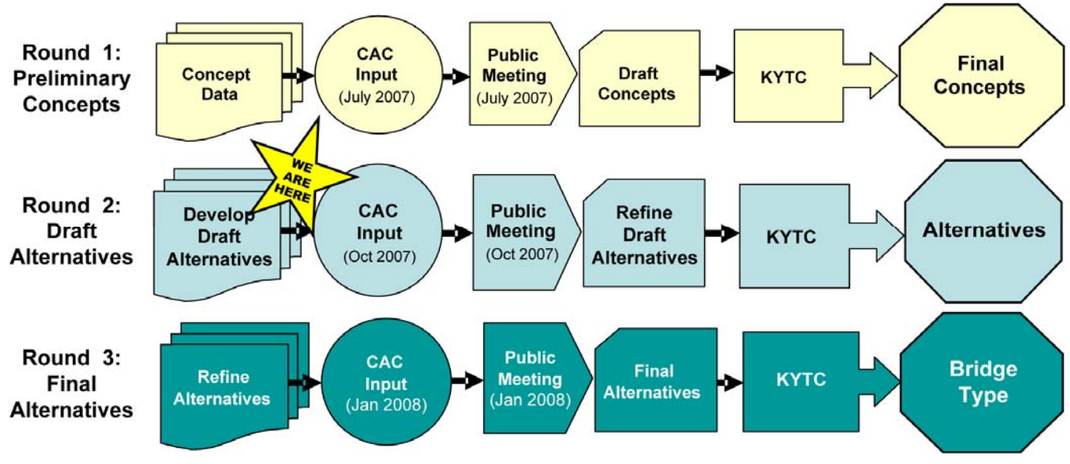
*Tim Choate,*
*Pre-construction Engineer*
*Kentucky Transportation Cabinet*

### Round 2

During Round 2, the nine concepts will be presented to the CAC and the public on October 17 and 18, respectively. You will again be asked to express your preference on each bridge concept. Additional views will be shown and computer generated animations will be used to enhance your understanding and simulate the experience of driving over these bridges.

### Round 3

With your input and more in-depth analysis, three recommended final alternatives per lake crossing will be selected and presented in January, 2008. In addition to enhanced renderings and animations of these final alternatives, scale models of each bridge in its physical setting will be created and displayed.



## The Bridge Type Selection Process (cont.)

Following the completion of Round 3, a Bridge Type Study Report will be prepared containing a summary of the process, the feedback received and engineering assessments of the final alternatives. This information will be presented to the Bridge Type Selection Committee for final selection of the bridges to be designed and constructed. The members of this committee have not yet been named. It is expected that the final selection will be announced in early Spring of 2008.

# Bridge Type Requirements

The bridges to be constructed over the lakes must meet certain requirements as determined during the preliminary study phase and specified in the Record of Decision which authorized the project to proceed. The location of both new bridges will be immediately north of and approximately parallel to the existing bridges, see Figures 1 & 2. Since both lakes include navigable routes for commercial purposes, the United States Coast Guard requires minimum horizontal and vertical clearances for each of the bridges, as shown in Figures 3 & 4 on page 3.

Of great interest to all who have driven across the existing bridges is the width of the bridge decks. The current bridges provide a very narrow traffic width consisting of two 10' wide lanes without shoulders, see Figure 5 below. The new bridges are planned to have two 12 foot travel lanes in each direction separated by a median barrier and 6 foot inside shoulders in each direction: 12 foot outside shoulders in each direction will also be provided. In addition, a 12 foot wide pedestrian/bikeway will be included making the new bridges four to five times wider than the current structures. The portion of the bridges approaching the main span will be steel or concrete girder.

For a bridge with a main span more than 500 feet as required for the new structures, there are four bridge types which are feasible. These bridge types include arch, cable-stay, girder and truss.

See "Bridge Types" on page 3 for representative examples of these bridge types. Within these basic types, there are many possible variations.

During Round 1 of the bridge type selection process, 25 different bridge types were introduced to the public. All of these bridges were classified within the four basic types identified in the figures on page 3.

While many bridges look very similar, each is specifically designed for the load of vehicles on the bridge and its unique site conditions. In addition to vehicular loads, each bridge will be designed for other specific considerations, including wind, barge impact, ice flow and seismic events (earthquakes).

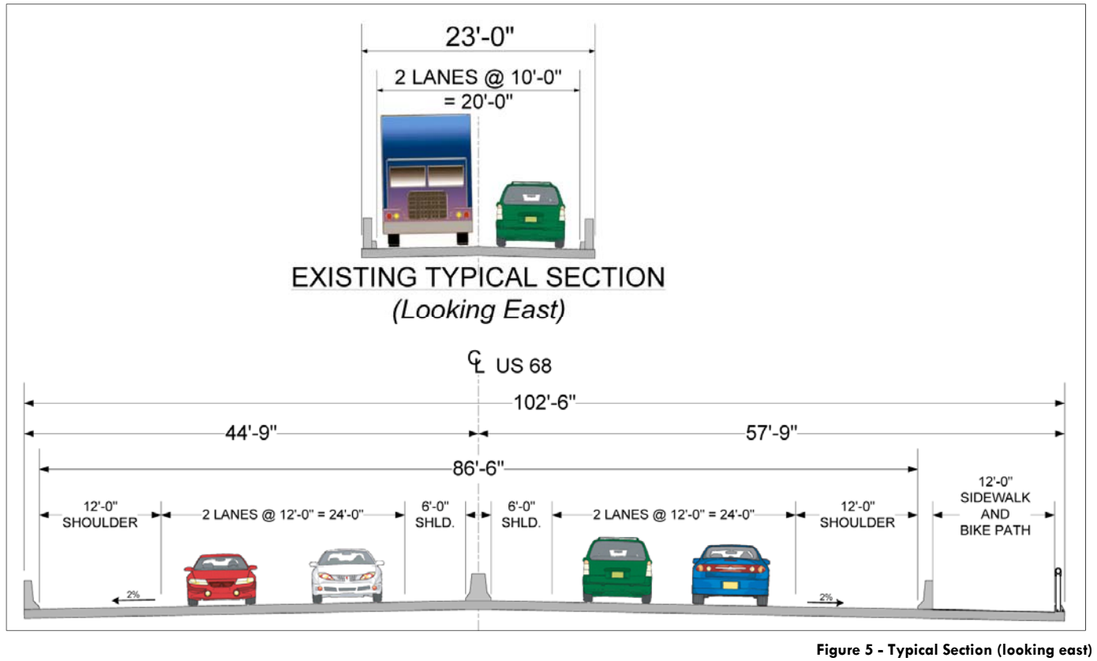



Figure 5 - Typical Section (looking east)



## PROPOSED ALIGNMENT

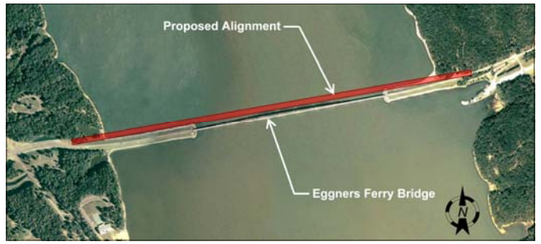



Figure 1 - Kentucky Lake

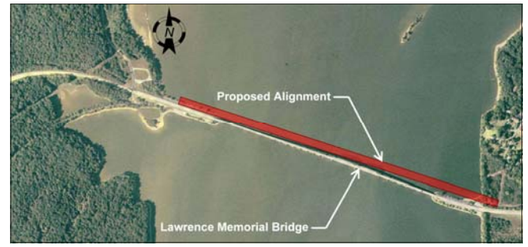



Figure 2 - Lake Barkley

## MAIN SPAN REQUIREMENTS

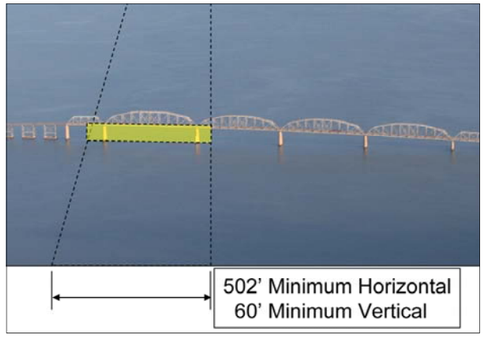



Figure 3

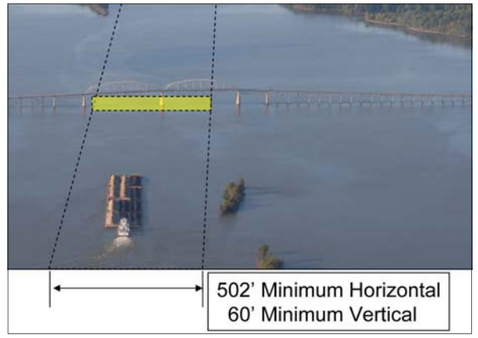



Figure 4

## BRIDGE TYPES

Girder

Arch

Truss

Cable-Stay