

	Ohio River Bridges Project ("ORBP")	8664 Alternative Plan (pronounced "eighty-six, sixty-four")
Website	http://www.kyinbridges.com/	http://www.8664.org
Cost	\$4.1 Billion	\$2.2 Billion
Construction	17 -20 years	8 – 10 years
Description	The project is comprised of an east end bridge connecting I-265 in KY and IN, a new downtown bridge just east of the Kennedy Bridge (I-65); and a new 23 lane wide Spaghetti Junction where I-64, I-65 and I-71 converge in downtown Louisville.	This alternative includes the east end bridge, exactly as in the ORBP. It would then realign I-64 onto I-265 as a northern bypass for interstate traffic. Spaghetti Junction would be simplified and a 1.8 mile section of the elevated expressway across Louisville's waterfront would be replaced with a parkway. "86" is slang for remove.
History	<p>1969: The east end bridge was recommended as an important addition to the interstate system.</p> <p>1994: Downtown Development Corp., a non-profit organization appointed by the Mayor, released a study suggesting a downtown bridge was needed to fix Spaghetti Junction. Some residents in the east end bridge corridor quickly endorsed the downtown bridge. The matter came to an impasse.</p> <p>1999: A compromise between the opposing factions was reached and it was decided to build two new bridges.</p> <p>2003: A Record of Decision ("ROD") was signed by the Federal Highway Administration (FHWA) giving preliminary approval for the project.</p> <p>2007: ORBP costs rise to \$4.1 billion.</p> <p>2008: The Funding Plan receives FHWA approval, so Kentucky and Indiana are able to allocate funds to the project and begin construction.</p>	<p>2005: After seeing the first rendering of the 23 lane wide expansion of Spaghetti Junction, a group of concerned citizens began researching alternatives including the idea of realigning I-64 onto I-265. They combined their talents and resources and created a website. The website's online presentation solicited input and support.</p> <p>2007: Over 10,000 supporters signed onto the 8664 alternative and commissioned a Feasibility Study to assess the traffic, cost and livability impacts of the Plan.</p> <p>October: Metro Council formed a committee to explore the 8664 alternative.</p> <p>November: The Feasibility Study was completed and is now available at: http://www.8664.org/study</p> <p>Highlights:</p> <ul style="list-style-type: none"> • \$2.2 billion cost estimate • Meets ORBP "purpose and need" • Should not delay ORBP • Could be validated by running a regional travel demand model
Major components	<p>Build a new Spaghetti Junction - \$1,749.8</p> <p>East End Bridge - \$1,445.8</p> <p>Downtown Bridge - \$865.4</p> <p>Total cost: \$4.1 Billion</p>	<p>East End Bridge - \$1,445.8 (in millions)</p> <p>"Right-size" Spaghetti Junction - \$236.9</p> <p>Realign I-64 onto an existing interstate - \$121.5</p> <p>Replace 1.8 miles of I-64 with a parkway - \$105</p> <p>Restore the Kennedy Bridge - \$150</p> <p>Total cost: \$2.2 Billion</p>

I-64 realigned onto I-265 in Kentucky and Indiana



Common questions:

Does considering the 8664 Alternative jeopardize the Ohio River Bridges Project?

No. According to 30-year traffic engineer Walter Kulash, P. E., 8664 meets the Bridges Project's "purpose and needs" and is within the project's environmental "footprint" and could therefore be adopted with relative ease. By issuing a Finding of No Significant Impact ("FONSI"), the Bridges Project could adopt the 8664 alternative with a limited amount of administrative changes.

Why replace a 1.8 mile section of I-64 with a parkway along the Ohio River?

There are dozens of examples of waterfront freeway removal projects from around the world and the results are very compelling. The value of the reclaimed land increases dramatically, raising the value of surrounding land to levels unachievable when used as a high-capacity interstate. Portland, OR, San Francisco, CA, Milwaukee, WI, Chattanooga, TN, Seoul, South Korea, etc. The list grows as more and more cities identify the untapped value of reclaiming land once relinquished to interstate traffic. View before-and-after photographs of these projects at: <http://www.preservenet.com/freeways/index.html>

Will the 8664 Alternative create traffic problems?

No. I-64 across Louisville's waterfront was closed for a month in the summer of 2007 and traffic adapted even without the benefit of an east end bridge or waterfront boulevard. Furthermore, just as it is widely accepted that building more and wider roads increases traffic in the long term, the opposite has proven true. Reducing interstate capacity in the center city reduces unnecessary through town trips and strengthens the neighborhood and retail environment within the city's street grid. To further validate the findings of the 8664 Feasibility Study, organizers are seeking the use of KIPDA's (Louisville's metro planning organization) traffic model to assess the traffic impact on the region.

What does Indiana think of this idea?

Indiana supports an east end bridge. It was Kentucky that suggested building two bridges. Governor Daniels told the *New Albany News and Tribune*, "The 'one project' idea – I think for some people – it was a tactic to delay the whole project." When asked about 8664, he said he wouldn't rule it out.