

# *Toll-Free Better Bridge Solution*

**How can this alternative bridge proposal be completed in 5 years and cost only \$1.4 Billion? Here's how, starting in 2010:**

## **Schedule:**

- Within 5 years, the east end bridge can be built.
- Not building the tunnel under the Drumanard Estate saves considerable time. The mansion can be relocated, and grounds recreated, as the Olmsted Interpretive Center by 2015. Buildings are regularly picked up and moved. Jeffersonville Indiana has moved several buildings recently, and a church was moved in southwest Louisville. In Texas, a large hotel was moved.
- The two new local access bridges can be implemented within 5 years. By positioning adjacent to existing bridges (Clark and K & I), the access ramp infrastructure already in place. Also, the structural supports are established thereby avoiding navigational complications with the Corps of Engineers.
- The Interstate Connector (I-64/I-71 and East Downtown / Medical Center / Arena / Waterfront) would take up to 5 years to build. All of the properties in the path of this roadway are large industrial tracts which should pose minimal acquisition issues.
- As to the "Record of Decision" (ROD), the environmental footprint of this alternative proposal is smaller than the more massive ORBP. RODs are routinely altered and this should not pose any delay.

## **Costs:**

- The current ORBP cost is \$4.1 Billion, of which \$2.7 Billion is for the new I-65 bridge and quadrupling the size of spaghetti junction. Not building these components saves \$2.7 billion.
- East end bridge costs \$1.15 billion
- Not building the tunnel saves \$260 million
- Relocating the Drumanard estate and creating the Olmsted Interpretive Center would cost up to \$20 million
- \$240 million to building: 2 local access bridges; new interstate connector; and busway.
- TIF: Tax Increment Financing (TIF) to be used in the two new economic development zones (Shippingport and East Downtown) would provide additional funding for this construction.
- Another funding source could be public-private partnership on the tunnel. If the residents of this high-income zip code (highest in this region) really want to bury the interstate, then they should fund this part of the costs. If this was being built anywhere else in the state (or country for that matter), there would be no tunnel.
- No tolls would be required

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