

Project Profile: Lake Bridges: Kentucky Lake Bridge & Lake Barkley Bridge



photo credit: Kentucky Transportation Cabinet

Location	Southwest Kentucky
Project	Kentucky Transportation Cabinet
Sponsor / Borrower	
Program Areas	<input checked="" type="checkbox"/>
Mode	Bridge
Description	<p>The Lake Bridges project is the replacement of two bridges in the Land Between the Lakes region in southwestern Kentucky. The Kentucky Lake Bridge will replace the existing Eggers Ferry Bridge and widen two miles of US68/KY80 to four lanes. The Lake Barkley Bridge will replace the existing Lawrence Memorial Bridge and widen 1.5 miles of the approach on US 68/KY 80.</p> <p>The bridge designs are basket- handle arches with 11-foot lanes, four-foot offsets on either side of the medians and outside shoulders, and ten-foot multi-use bike paths and walkways on the south side of each bridge. The new bridges will be constructed just north of their respective existing spans. The existing bridges will be demolished after the new bridges open to traffic.</p>

The projects are part of a series of improvements along US68/KY80 from Aurora to Cadiz, Kentucky approved through a FONSI in 2006. Several of the projects are in construction, with one segment (the Land Between the Lakes project) completed in late 2013. The completion of all projects will result in a continuous four-lane corridor between Aurora and Cadiz.

Cost	Estimated Total Cost - \$449.2 million
Funding Sources	<p>Kentucky Lake Bridge - \$220.65 million</p> <ul style="list-style-type: none">• Federal Bridge Replacement On-state system funds (BRO) - \$28.75 million• GARVEE Bonds - \$165 million• State funds - 9.7 million <p>Lake Barkley Bridge - \$228.55 million</p> <ul style="list-style-type: none">• Federal Bridge Replacement On-state system funds (BRO) - \$53.85 million• GARVEE Bonds - \$165 million• Federal Funds - \$26.9Â million
Project Delivery / Contract Method	Design-bid-build
Private Partner	None
Project Advisors / Consultants	<p>Design (both bridges)</p> <ul style="list-style-type: none">• Michael Baker Jr., Inc.• Palmer Engineering <p>Construction</p> <ul style="list-style-type: none">• Johnson Brothers Corp. (Kentucky Lake Bridge)• TBD (Lake Barkley Bridge)
Lenders	Bondholders
Duration / Status	Construction began on the Kentucky Lake Bridge in May 2014 and is expected to be complete in fall 2016. Design of the Lake Barkley Bridge is expected to be complete by the end of 2014. Construction completion is estimated in fall 2017.
Financial Status	The Initial Financial Plan for the Kentucky Lake Bridge and Lake Barkley Bridge was approved by FHWA in September 2012. GARVEE Bonds totaling \$171.3 million were issued in the fall of 2014.
Innovations	<ul style="list-style-type: none">• The basket handle, tiered-arch design of the bridges is the first of its kind in Kentucky and thought to be among fewer than a dozen in existence worldwide.
Related Links / Articles	News Article on Opening of Lake Barkley Bridge (Feb. 2018)

improving major roads (arterials).

nal system by adding capacity on throughways, new roads and

NEW ROADS

Increased demand is expected on:

- ✓ North-south roads between US 26, 99W and I-5
- ✓ Freight access to the airport and I-5 north
- ✓ East-west routes, especially US 26.

A “**northern connector**” tunneled between US 26 and US 30 with a bridge across the Willamette River to Columbia Blvd would:

- ✓ Attract 60% of the truck traffic on US 26 through the tunnel
- ✓ Reduce traffic on US 26, I-405 and I-5 through Portland
- ✓ Shorten truck trips and improve access to industrial areas and I-5 North
- ✓ Reduce traffic on Cornelius Pass and Germantown roads.

A **limited access road** between US 26 at Hillsboro and I-5/I-205 at Wilsonville would:

- ✓ Reduce future vehicle traffic delay
- ✓ Shift traffic from adjacent roads, such as TV Hwy, Hwy 219 and local roads
- ✓ Allow use of existing roads for farm and local traffic
- ✓ Have higher traffic volume in the urban area than it would outside the Urban Growth Boundary.

