

**LOUISVILLE – SOUTHERN INDIANA
OHIO RIVER BRIDGES PROJECT**

**Indiana Historic Preservation Advisory Team (IHPAT) Meeting
October 13, 2010 – 10:00 AM at McCauley – Nicolas Centre**

The following summarizes the discussions of the IHPAT meeting held in the Community Room of the McCauley – Nicolas Centre on October 13, 2010 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). An agenda was provided to meeting attendees by mail on September 27, 2010.

Welcome and Introductions: Mr. Jim Hilton, CTS-GEC

Mr. Hilton welcomed everyone to the meeting and asked those present to identify themselves and their affiliation. A list of the IHPAT members in attendance is included.

Project Update: Ms. Mary Kennedy, INDOT and Mr. John Carr, IN SHPO Office

Ms. Kennedy indicated that the rehabilitation of the Spring Street Freight House (Freight House), which is tentatively scheduled on the April 2011 INDOT construction letting, could be deferred until a reasonable funding concept for the Project has been approved and the lawsuit by the National Trust for Historic Preservation (NTHP) is resolved. This deferral also affects three other properties in Kentucky in addition to the Freight House. The Financial Plan is to be completed by December 31, 2010. Resolution of the lawsuit is pending. Mr. Hamilton stated that to remain on the April 2011 letting schedule, the 100% plans must be completed four months prior to the letting. SDC 3 is continuing to develop the plans to the 100% complete stage.

Mr. Fogle inquired of the schedule to initiate the landscaping variance for the Freight House. He also stated that because the Freight House was located in the 10th Street Overlay District, the development plans would require review by the City of Jeffersonville.

Spring Street Freight House - 90% Plans Review: Mr. Jim Hamilton and Mr. Jeremy Stewart, SDC 3

Mr. Stewart presented an overview of the 90% plans and specifications, calling particular attention to those design details that had changed since presentation of the 60% plans and specifications at the IHPAT meeting of August 18, 2010. He stated that the intent of the rehabilitation was to maintain the exterior appearance of the Freight House as originally constructed and modify the interior into office space.

Specific changes were noted on the following pages:

SD 120 – New cross ties are to be placed in the roof framing to bring the building into alignment.

S 110 - New corner braces are to be placed from the floor to the roof to bring the building into alignment.

S 120 - New rafter cross ties are to be placed in the roof framing to bring the building into alignment; steel strap plates are to be placed under the joists.

S 200 - New cross ties will be placed at the rafters and the existing wall plates will be removed and replaced with concealed new metal straps at the studs.

G 002 – The existing wood windows will be refurbished and the existing vinyl windows will be replaced, as shown by the window details.

A 110 – The ceiling will be refurbished bead board.

A 200 – A new access door and refurbished transom window will be placed on the south elevation.

A 300 – Two insulation options were considered: spray applied cellulose insulation and fiberglass rolls. The spray insulation would stick to any areas that were treated; the rolls would require removal of the existing siding, installation of the insulation and refitting of the siding to apply. This latter option may cause the existing siding not to fit properly. Mr. Carr recommended use of the spray applied cellulose insulation at the Bi-State Historic Consultation Team (BSHCT) meeting of September 14, 2010.

A 301- The width of the wood trim crown molding cannot be modified as it would interfere with the placement of the trim around the windows.

A 400 – Detail 14 – A new access door will be placed on the south elevation adjacent to a faux door. The faux door is an existing freight door that is presently stored in the metal building. It will be refinished and placed on the outside of the building; it will not open into the building.

Detail 1 - The tile pattern on the walls will follow the tile pattern at the floor. A sample of the tile to be used was distributed for inspection.

A 401 – Detail 2 – A new entry light or equivalent would be inserted into the specifications.

M 100 – The natural gas meter would be relocated from the northwest corner of the building to the southeast corner.

P 100 – the water piping plan is shown on this page.

Mr. Stewart discussed the three color options for the exterior of the building: blue, red and green. From the discussions at the IHPAT of August 18, 2010, green appeared to be the color option of choice. This was confirmed by the members of the IHPAT. Samples were distributed showing the proposed color schemes for the interior and exterior of the Freight House.

Spring Street Freight House – Landscaping Variance: Mr. Jim Hamilton and Mr. Jeremy Stewart, SDC 3

The revised landscape site plans were discussed, which provide various tree and shrub plantings on the lot. A variance will be required from the City of Jeffersonville to modify the vegetative screening requirement of the city. Mr. Hilton indicated that he would take the lead in requesting the variance.

In regard to specific plantings, it was agreed at the IHPAT meeting of August 18, 2010 that modifications were necessary. The Autumn Flame Maple, which was initially located adjacent to the entry drive on Spring Street and beneath a power line, was relocated to the northeast portion of the lot to avoid its possible demise. It was questioned if modifications to the landscaping plan would be necessary if the metal building were retained on site. *(Refer to the Site Visit summary, which follows, for resolution of this issue.)*

It was questioned if outside lighting and placement of a sign could be added to the rehabilitation plans. The lighting is not an element of the rehabilitation; as such, it was requested if a conduit could be placed for future electrical service.

It was noted that a sign should be placed on the landscaping plans for any new tenant in the Freight House. The IHPAT preferred location was north of the entrance drive on Spring Street. A low rise monument type sign was recommended, similar to that in front of Jeffersonville City Hall.

In addition to this sign, interpretative signage is mandated in the MOA for the Project. Mr. Sekula noted that design of the sign could follow the Ohio River Scenic Byway Interpretative Plan Project. Ms. Kennedy agreed to contact the Seymour District, INDOT for the sign specifications. *(Subsequent to the meeting, Ms. Kennedy contacted Chris Wahlman of the Seymour District to obtain specifications from the [Scenic Byway Project](#) for possible use.)*

Mr. Hamilton noted that the 90% plans show removal of the metal building. However, as noted by Ms. Kennedy in the Opening Remarks, rehabilitation of the Freight House could be deferred, including removal of metal building. If this building is retained in place, a rehabilitation plan revision would be required, including revision of the landscaping plans.

It was noted that any rehabilitation of the metal building was not an element of the Memorandum of Agreement (MOA) for the Project. If it is to be retained in place and rehabilitated, such work activities will be by others, including required reviews by the BiState Historic Consultation Team (BSHCT).

After the rehabilitation, the INDOT will place a preservation easement on the property and (most likely) offer the building for sale (as office space) through the Indiana Department of Administration (IDOA) state surplus property sale procedures. The disposition of the building would be in accordance with existing state law.

Spring Street Freight House – Archaeological Requirements: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach stated that on September 9, 2010, a proposed scope of work and cost estimate for the records check/archival research, production of an archaeological monitoring plan, the monitoring fieldwork, report preparation and curation of artifacts (if necessary) at the Freight House was presented to the INDOT for review and comment. CTS-GEC reviewed the scope and costs and recommended advancement of the monitoring plan. Upon concurrence from INDOT, the scope would be coordinated with Dr. Rick Jones, Indiana State Archaeologist, for review and concurrence.

Swartz Farm Rural Historic District Eligibility Determination by FHWA: Mr. Jeff Vlach, CTS-GEC

Mitigation defined in the Amendment to the MOA for the Swartz Farm Rural Historic District (HD) included the relocation of the Central Passage House (CPH). Response letters received from the INDOT and the Indiana State Historic Preservation Officer (IN SHPO) in spring 2009 indicated that the CPH did not retain eligibility for listing on the National Register of Historic Places (NRHP). The status of the stipulation/amendment and the recommendations regarding the CPH that had been previously prepared by CTS-GEC were provided to FHWA for resolution on August 17, 2010. A response is forthcoming from FHWA.

Final Comments: Mr. Jim Hilton, CTS-GEC

The status of the Utica Township Limekilns Multiple Property Documentation Form (MPDF) and NRHP nominations was questioned. The summary of the coordination meeting with the INDOT and IN SHPO to discuss the Utica limekilns research, field observations and NRHP boundaries was forwarded to the INDOT for review. Following INDOT review, the summary was sent to the FHWA for review. FHWA is working with their legal staff to formulate a recommendation of how to proceed.

Mr. Hilton asked that any additional comments be provided to CTS-GEC by October 28, 2010 for inclusion in the record of the meeting. The next scheduled IHPAT meeting is December 15, 2010 at 10:00 AM in the Community Room of the McCauley – Nicolas Centre. The meeting was adjourned at 11:30 AM to reconvene at the Freight House.

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IN SHPO:	John Carr
INDOT:	Mary Kennedy
FHWA:	Duane Thomas
Clark County:	Carl Kramer
City of Jeffersonville:	Brian Fogle
Jeff Historic Preservation Commission:	Laura Renwick
Indiana Landmarks:	Greg Sekula
Clark County Historian:	Jeanne Burke
Rose Hill Neighborhood Association:	Joe Rafferty
Clarksville Historical Society:	Garry Nokes*
Indiana Ombudsman:	Carl Percy
CTS-GEC:	Jim Hilton Jeff Vlach
SDC 3:	Jim Hamilton Josh Smith Jeremy Stewart

*Clarksville Historical Society is a representative to the IHPAT as defined in the MOA; however, Mr. Garry Nokes has not been presented to the IHPAT by the Society as the alternative, replacing Maurice Wood. Mr. Nokes attended the meeting in the audience.

Spring Street Freight House Site Visit

Following the IHPAT meeting, a site visit was convened at the Spring Street Freight House at 1030 Spring Street. The purpose of the visit was to inspect the metal building for possible use as a storage facility, if the Clark County Museum were to occupy the Freight House. Attendees included Mary Kennedy, John Carr, Carl Percy, Duane Thomas, Greg Sekula, Laura Renwick, Joe Rafferty, Jeanne Burke, Carl Kramer, Garry Nokes, Jim Hamilton, Jeremy Stewart, Josh Smith and Jeff Vlach. Following is a summary of the visit.

- Indiana Landmarks is in favor of retaining the metal building and retrofitting it for the Clark County Museum use/storage of artifacts.
- Three locations are being investigated as possible sites for location of the Clark County Museum, one of them being the Freight House. An architect has been hired to evaluate the sufficiency of the three locations. Following the architectural evaluation, a decision is to be made by the locals of the suitability of the Freight House as the chosen site; this is to be a discussion topic at the December 15, 2010 IHPAT.
- To evaluate the metal building, access to the site would be required. Ms. Kennedy is to consult with Kevin Hetrick, INDOT Project Manager, for permission; if permission is granted, Ms. Kennedy will advise Mr. Vlach by e-mail, who will coordinate the visit with the CTS-GEC and Mr. Percy. CTS-GEC and Mr. Percy will accompany the architect on the site visit; Mr. Percy was given copies of the INDOT Release and Waiver of Liability forms for execution by the architect prior to the visit. Mr. Percy will return the signed forms to Mr. Vlach who will return them to Ms. Kennedy. *(Subsequent to the site visit, the inspection with the architect was scheduled for October 25, 2010 at 1:30 P.M.)*
- Until it is determined if the Clark County Museum will move to the Freight House, an alternative landscaping plan is to be prepared by SDC 3 showing the existing location of the metal building with a note about possible rehabilitation of it by local forces and not as a part of the Project.