

**Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – February 15, 2006
SUMMARY**

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach opened the meeting and thanked everyone for attending. It was then requested that the members identify themselves and their affiliation. Mr. Vlach informed those in attendance that the meeting summary for the IHPAT of December 7, 2006 is to be finalized in the next couple weeks. Once finalized, it will be disseminated to the IHPAT members and will also be available on the Project website (www.kyinbridges.com) along with all other IHPAT meeting summaries. Additionally, Mr. Vlach informed the IHPAT that Progress Report No. 5 for the reporting period of July 1, 2005 to December 31, 2005 is complete would be mailed to the members on February 17, 2006 in accordance with the stipulations of the MOA.

Project Update: Mrs. Mary Kennedy and Mr. John Carr, Co-chairs

Mrs. Kennedy announced that Mr. Paul Boone has been officially designated the INDOT Project Manager for the Project; Mr. Randy Strain will be the Deputy Project Manager. Mr. Strain will operate primarily from the INDOT Central Office in Indianapolis. Mrs. Kennedy also indicated that rehabilitation work to the Train Depot, which was acquired by INDOT last fall, will be performed by Section Design Consultant (SDC) 3 (Indiana Downtown Approach).

Mr. Greg Sekula, Historic Landmarks Foundation of Indiana (HLFI), inquired as to the status of INDOT's selection of an Indiana ombudsman. Mr. Boone responded that INDOT is in the process of evaluating several candidates for the position. The Executive Office of INDOT would decide the selection of the individual for the position.

Mr. Carr thanked CTS-GEC for organizing the HPP kickoff meeting for the Swartz Farm Rural Historic District. Mr. Carr noted that it was beneficial to be able to view the interior of the Swartz Farmhouse and commented on the impressiveness of its intact condition given the age of the structure.

Historic Preservation Plans (HPP) in Indiana – Master Schedule: Mr. Dave Kroll, Ratio/CTS-GEC

Mr. Kroll handed out copies of the updated HPP master schedule (February 2006) to the attendees. In explaining the schedule, Mr. Kroll indicated that the main difference between the HPPs under development in Kentucky versus those in Indiana is the inclusion of an intermediate step referred to as the Immediate Needs Report (INR). The absence of the INR step from the Indiana HPPs is attributed to a difference in needs by the SDCs. With advancement of design plans in Kentucky well under way, an intermediate step prior to the completion of the HPP was determined necessary. The intent of this intermediate step was to provide the Kentucky SDCs with critical historic preservation elements that required addressing in the design plans. As the Indiana SDCs have not initiated their design work, the same step is not expected to be necessary. It is expected that the HPPs can be completed before the Indiana SDCs reach the critical point in the development of their design plans.

Mr. Kroll remarked that the schedule proposes completion of all Indiana HPPs, with the exception of the James Smith Farm, by January 2007. Should the property be donated, the James Smith Farm HPP would be finalized in February 2007.

It was requested that a copy of the current HPP master schedule be provided to the IHPAT members. Mr. Vlach indicated that a copy would be included with the summary that is to be prepared for the meeting.

HPP Status Update: Mr. Peter Fritz, Ratio/CTS-GEC

Mr. Fritz distributed to the IHPAT members in attendance a copy of the summary prepared for the Swartz Farm Rural Historic District HPP kickoff meeting. The meeting was held on January 23, 2006 and consisted of a tour of the Swartz Farm in the morning, followed by a working session at the Utica Town Hall in the afternoon. It was noted that David and Frank Gottbrath, the next of kin to Katherine Gottbrath, were present at the meeting and provided a tour of the Swartz Farm property, including the interior of the farmhouse.

Mr. Sekula expressed concern over an issue mentioned at the kickoff meeting; the ownership of the Swartz-Voight-Marble House by North Port Development. It was remarked that if North Port owns the property, the historic site could be in jeopardy. CTS-GEC will investigate the ownership of the Swartz-Voight-Marble House further and provide an update at a future IHPAT. Additionally, Mr. Sekula remarked that it would be advantageous to engage the public in the development of the HPP.

Mr. Fritz announced that the HPP kickoff meeting for the Old Jeffersonville Historic District would be held on March 14, 2006. The meeting would consist of a tour of the district in the early afternoon followed by a working session in the evening. Mr. Sekula and Mr. Chester Hicks, city of Jeffersonville, are to assist in promoting the kickoff meeting to residents and businesses within the Old Jeffersonville Historic District. Mr. Joe Rafferty, Rose Hill Neighborhood Association, will also assist in outreach efforts to residents of Rose Hill Neighborhood Association. Mr. Hicks advised that construction of the Ohio River Greenway is anticipated to begin in Spring 2006. Mr. Hicks requested that the Ohio River Greenway Commission be invited to participate at the kickoff meeting.

Mr. Chad Costa, CTS-GEC, indicated that various venues for the kickoff meeting are being considered, including the McCauley Nicolas Building and Preservation Station. Mr. Costa commented that there is concern that the size of Preservation Station may limit participation should there be a high turnout. It was also suggested by various IHPAT members that 300 Spring Street could provide adequate space for a large crowd.

Mr. Fritz indicated that a draft HPP outline for the Old Jeffersonville Historic District and the Swartz Farm Rural Historic District is anticipated to be available for discussion at the April IHPAT.

Bridge Type Selection Process: Mr. Aaron Stover, SDC 2 and Mr. John Carr, SDC 5

Mr. Aaron Stover and Mr. John Carr were introduced as the representatives for SDC 2 and 5, respectively. Each individual provided the IHPAT with a presentation on the Bridge Type Selection Process for his respective sections. A copy of their presentation is attached to this summary.

Section 2 (Downtown Bridge)

Mr. Stover stated that the Downtown Bridge would be adjacent to Kennedy Bridge on the east side (upstream). The Kennedy Bridge will be six lanes with shoulders carrying southbound traffic; the new bridge will be six lanes with shoulders and will carry the northbound traffic only. It was reminded that the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) contain environmental commitments that must be adhered to throughout the development of plans for the Downtown Bridge. The projected cost for the Downtown Bridge is approximately \$203 million (construction year) dollars.

Mr. Stover indicated that the Design Team is coordinating with the U.S. Coast Guard and the barge industry. To comply with the navigational guidelines, two channels have been developed, a primary and secondary channel. The U.S. Coast Guard has identified that the primary channel would be at the Kentucky shoreline and must be at least 750' in width; the secondary is located in the middle of the river and must be at least 500' wide.

The IHPAT was informed by Mr. Stover that four bridge types were considered for the downtown section; cable-stayed, truss, box girder and arch. The results of the electronic polling for Section 2 demonstrated a

preference in having symmetry, low structures, open views with high structures, closed views with low structures, visual simplicity and compatibility with adjacent bridges.

Mr. Rafferty inquired as to whether consideration was given in each bridge type to lighting or the composition of the pavement to reduce noise. Additionally, Mr. Rafferty suggested the possibility of adjusting the grade to reduce the need for trucks to use their Jake brakes near the Old Jeffersonville Historic District. It was noted that these considerations would be taken under consideration once design on the selected bridge type alternative begins.

Section 5 (East End Bridge)

Mr. Carr explained to the IHPAT that the East End Bridge would connect Indiana SR 265 to KY 841. The bridge would be six lanes with shoulders and would carry northbound and southbound traffic; a pedestrian path would be located adjacent to the southbound lanes. It was reminded that the FEIS and ROD contain environmental commitments that must be adhered to throughout the development of plans for the East End Bridge. Mr. Carr indicated that three bridge types are being considered for the East End; arch, cable-stayed and truss. Additionally, Mr. Carr advised that suspension type bridges were not considered due to their high cost and that they are typically used for spans greater than 2,000 ft. Electronic polling results demonstrated preferences towards cable-stayed over arches and trusses. There was also a preference to minimize the number of piers and the complexity of the structure. With cable-stayed bridge types, slender towers and minimizing the number of cables is desired. Furthermore, low height and complexity was preferred for the arch bridge types.

The next step in the Bridge Type Selection Process, Step 3, for each section would involve the development of six bridge alternatives based on the results of electronic polling. The six alternatives developed would be presented to the Area Work Groups, the Regional Advisory Committee as well as at the next scheduled Indiana and Kentucky Historic Preservation Advisory Teams in April.

Final Comments: Mr. Vlach, CTS-GEC

As the Co-chairs had no additional comments or concerns, an opportunity for the remaining IHPAT members to comment or express concerns was afforded. As no further comments were noted, Mr. Vlach moved to adjourn the meeting

Any comments for consideration by the Co-chairs should be made in writing by the close of business on March 2, 2006. Mr. Vlach indicated that due to a conflict, the next IHPAT meeting has been moved to Thursday April 27, 2006 in the Community Room of the McCauley Nicolas Building. The Kentucky Historic Preservation Advisory Team (KHPAT) meeting, which is typically held on the Thursday after the IHPAT would be held on Wednesday April 26, 2006. IHPAT members will be notified of the meeting location and supplied with materials to be discussed at least two weeks prior to the meeting.

(Subsequent to the meeting, the date of the next IHPAT was moved to April 25, 2006. The IHPAT was duly notified.)

**Louisville - Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – February 15, 2006
TEAM ATTENDEES**

INDOT: Paul Boone
Mary Kennedy (Co-chair)

IN SHPO: John Carr (Co-chair)

FHWA: George Jones

Jeffersonville Main Street Assoc.: Jay Ellis

City of Jeffersonville: Chester Hicks

Rose Hill Neighborhood Assoc.: Joe Rafferty

Clarksville Historical Society: Wanda Biggs

Historic Landmarks Foundation of Indiana: Greg Sekula
Laura Renwick

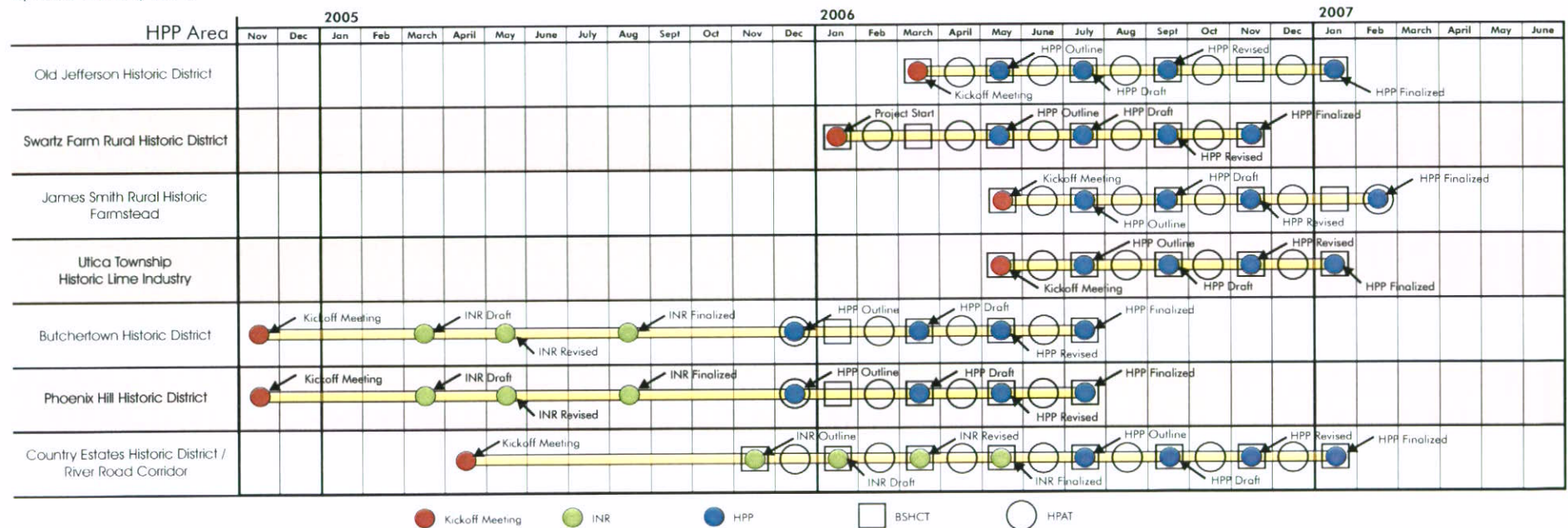
CTS – GEC: Jim Hilton
Jeff Vlach
Chad Costa
Christa Turner
Dave Kroll
Peter Fritz
Kristen Jordan
Tim Lawson
Barbara Shaw

SDC 2: Aaron Stover

SDC 5: John Carr

Historic Preservation Plan Master Schedule

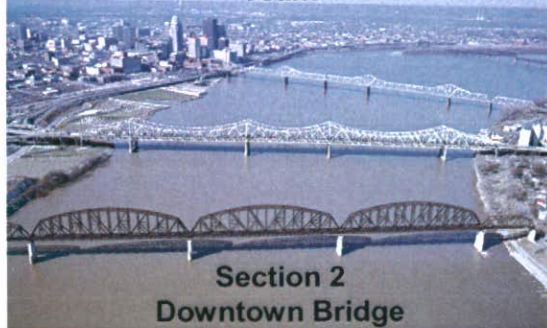
Updated February 2006



Ohio River Bridges Project



Presentation to Historic Preservation Advisory Team



Section 2
Downtown Bridge

February, 2006

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The Bridges



February, 2006

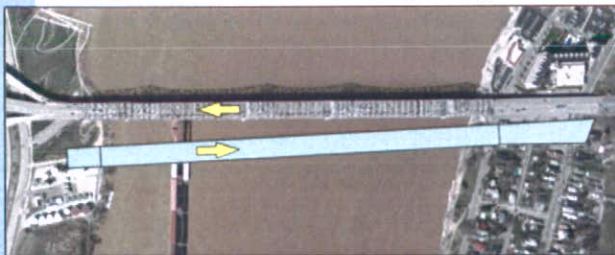
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Project Parameters



Prescribed Alignment

- Immediately Next to & East of Existing Kennedy Bridge
- Slight Skew with Kennedy Bridge



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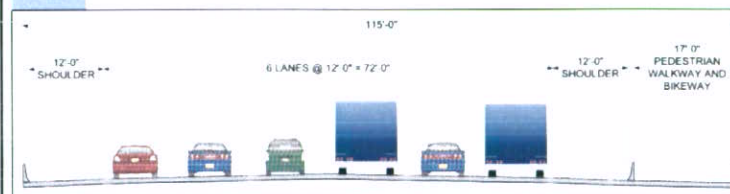
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Project Parameters



Bridge Cross Section

- Six 12'-Northbound Lanes + Shoulders
- Sidewalk/Bike Path (One Side of Bridge)
- Bridge Width - Minimum of 115'



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Project Parameters



Environmental Commitments

Design is Required to Adhere to Commitments of FEIS and ROD, including:

- Noise
- Parkland 4(f)
- Historic Structures (MOA)
- Waterway Permits

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Project Parameters



Cost

- Projected \$203 M for Construction



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Navigational Guidelines



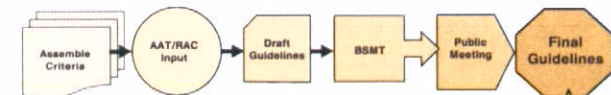
February, 2006

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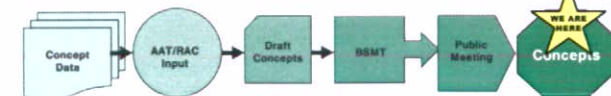
Bridge Type Selection Process



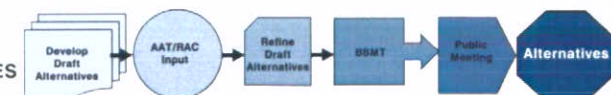
STEP 1 DEVELOP GUIDELINES



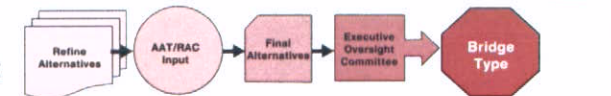
STEP 2 DEVELOP CONCEPTS



STEP 3 DEVELOP ALTERNATIVES



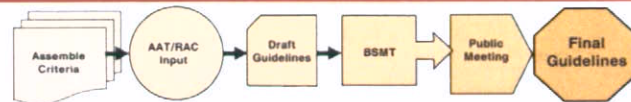
STEP 4 SELECT BRIDGE TYPE



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Public Involvement



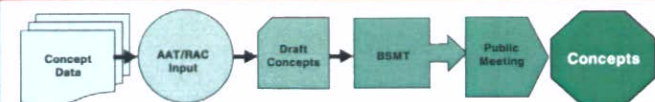
Step 1 - Develop Guidelines

June 30, 2005	AAT Meeting, 19 attendees
Aug. 9, 2005	AAT/RAC Meeting, 35 attendees
Sept. 15, 2005	Louisville Metro Planners Meeting
Sept. 20, 2005	Public Open House, Jeffersonville, 47 attendees
Sept. 22, 2005	Public Open House, Louisville, 63 attendees
Oct. 6, 2005	"Views of the River" Boat Tour, 61 attendees

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Public Involvement



Step 2 - Develop Concepts

Nov. 3, 2005	AAT/RAC Meeting, 12 attendees
Nov. 29, 2005	Public Open House, Louisville, 79 attendees
Dec. 1, 2005	Public Open House, Jeffersonville, 110 attendees

319 Public Comments

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Public Involvement



Electronic Polling Conclusions

- Symmetry is Preferred
- Low Structures are Preferred
- For High Structures, Open is Preferred
- For Low Structures, Closed is Preferred
- Visual Simplicity is Preferred
- Compatibility with Nearby Bridges is Preferred

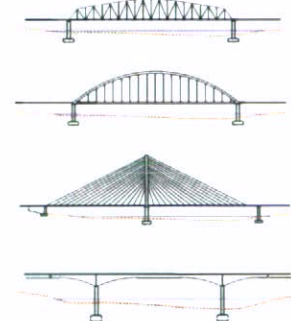
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Bridge Types



- Truss
- Arch
- Cable-Stayed
- Box-Girder



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Bridge Concept - Truss

BRIDGES



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Bridge Concept - Arch

BRIDGES



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Bridge Concept - Cable-Stay

BRIDGES



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Bridge Concept - Cable-Stay

BRIDGES



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Bridge Concept - Cable-Stay



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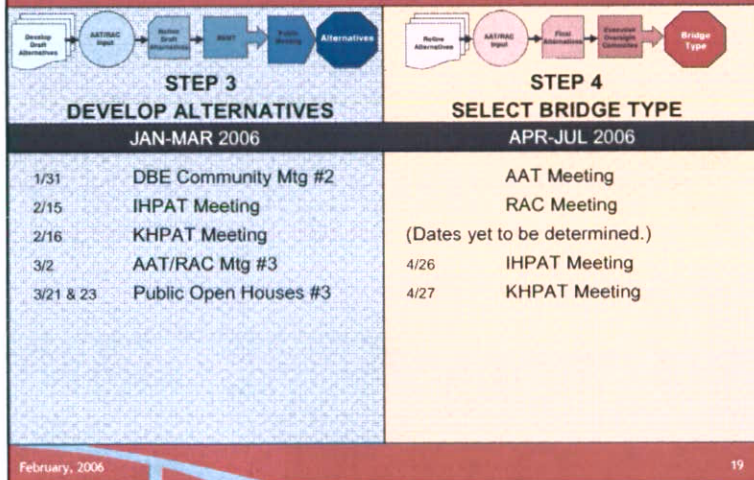
Bridge Concept - Box Girder



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Recommending a Bridge Type



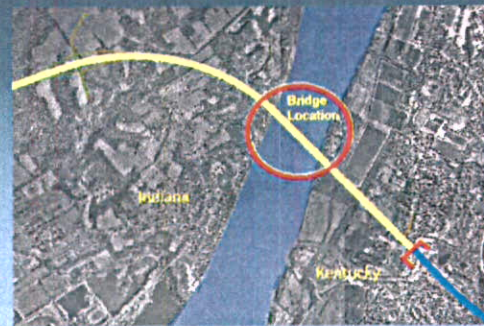
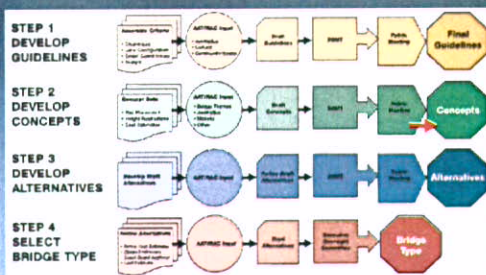
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Two Bridges, One Project

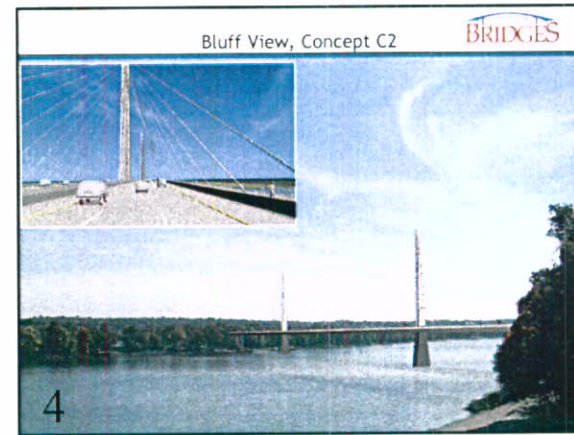
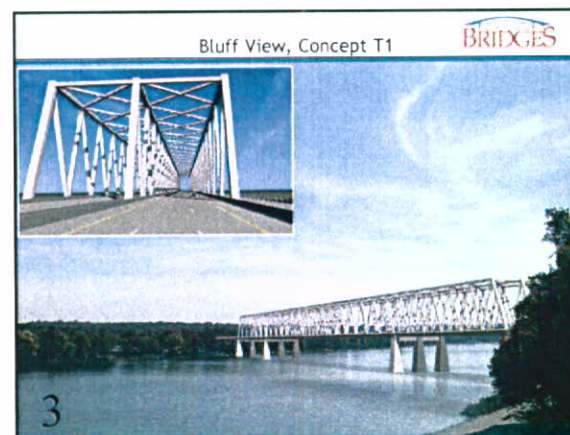
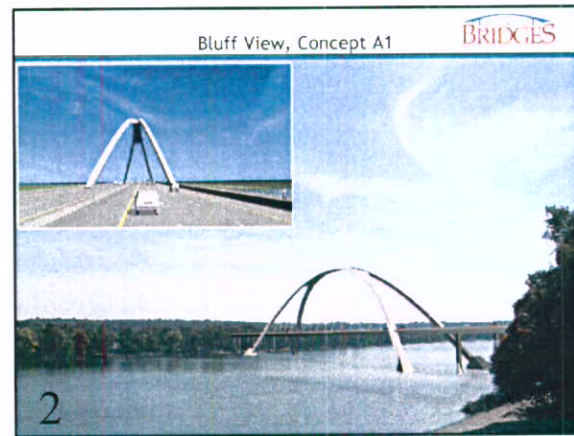
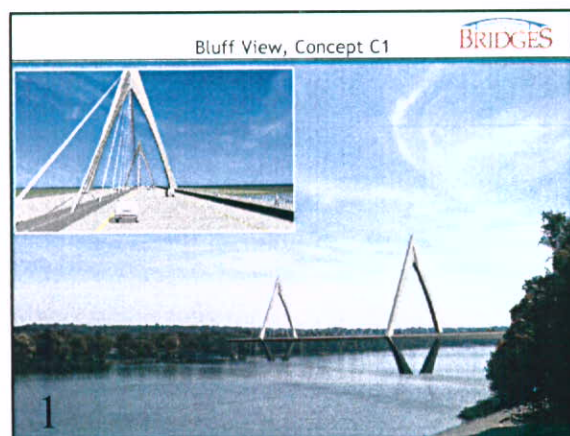
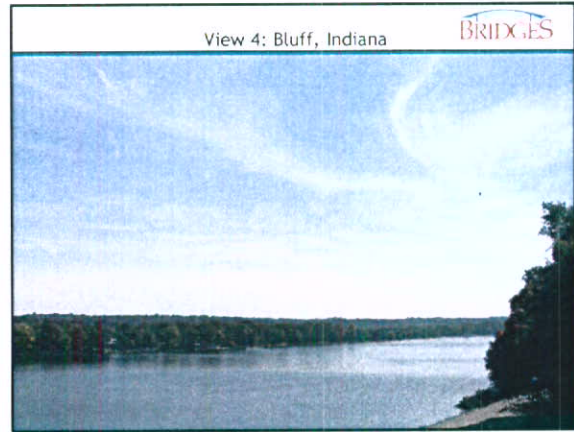
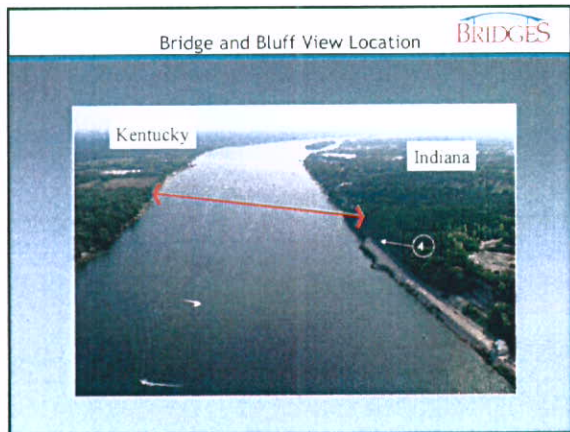
Section 5 Presentation to HPATs

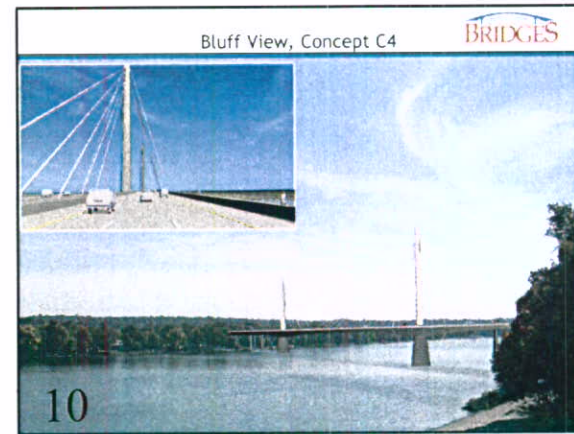
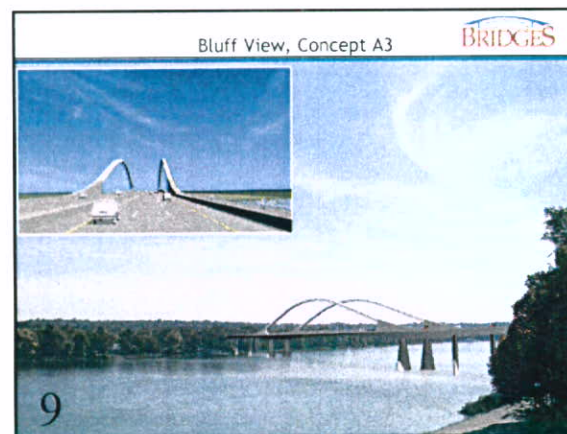
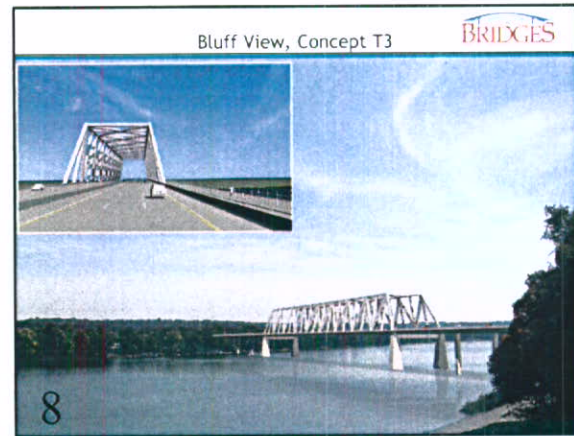
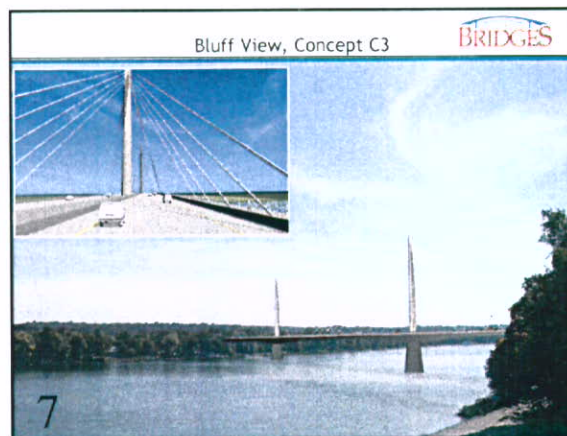
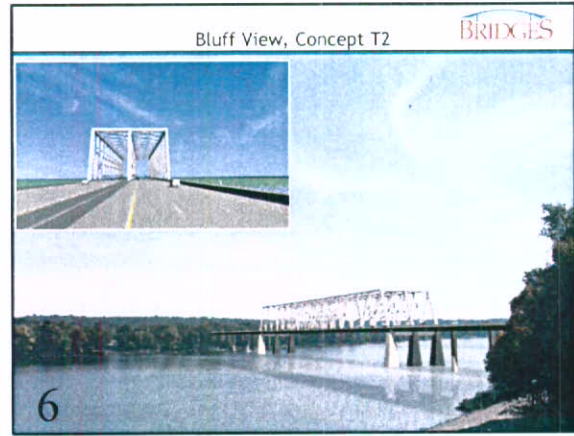
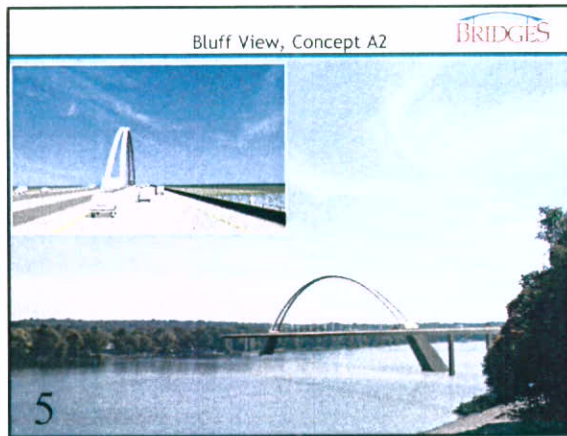
February 15 and 16, 2006

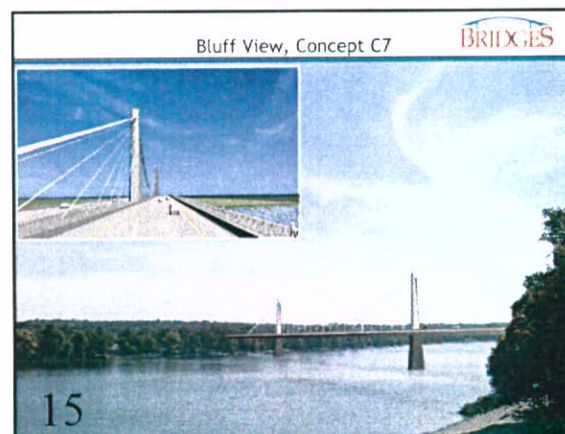
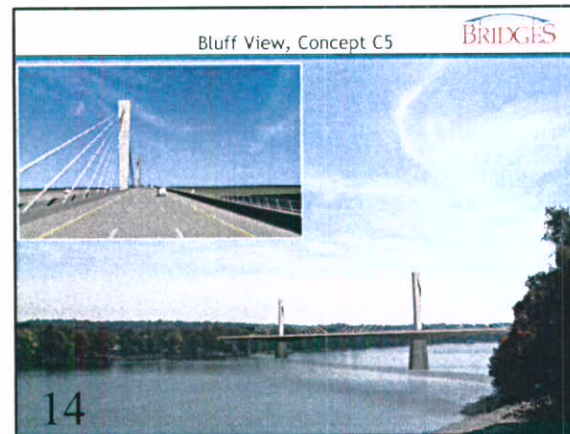
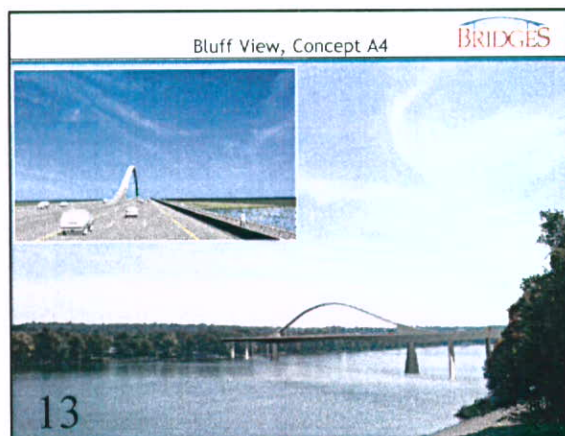
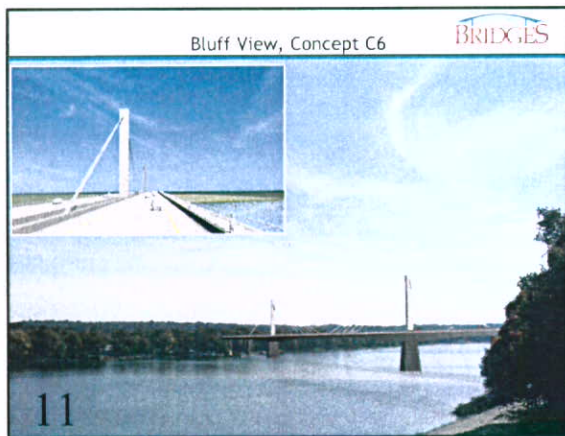


- High cost per square feet
- Traditionally used for spans over 2000 ft
- Large anchors / foundations at river shorelines









Comment Summary to Date
• Participants Value: – Cable Stays over Arches over Trusses • Larger Preference Spread by AAT vs. All Participants – Minimizing number of piers – Minimizing Complexity • Cable Stay – Slender Towers – Split on Tower Height – Minimizing # of Cables – Split on Center vs Side Cables • Arches – Low Height, low complexity – Low Double preferred to singles (5.9)

- Assess Comments and Other Data
- Develop Bridge Type Alternatives
- Open Houses: March 7 and ⁹/₈, 2006
- Presentation to HPATs in April, 2006