

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – February 16, 2006
TARC Administration Building**

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach welcomed everyone to the meeting and asked those present to identify themselves and the entity they represented. A list of the KHPAT members in attendance is attached to this summary. The presentations given by SDC2 and SDC5 concerning Bridge Type Selection Process are also attached to this summary.

Mr. Vlach also indicated the team was finalizing the summary of the December KHPAT meeting and advancing it through the review and approval process with the Bi-State Historic Consultation Team (BSHCT) before disseminating it to the members. The Co-chairs will also post the summary on the web site upon approval.

The members in attendance were advised that Progress Report No. 5 for the Reporting Period of July 1, 2005 thru December 31, 2005 is completed and will be mailed to the appropriate individuals on Friday February 17, 2005 in accordance with the stipulations of the MOA.

Project Update: Mr. Bart Bryant, KYTC and Mr. David Morgan, KY-SHPO

Mr. Bryant noted over the next two or three months work toward finalizing the Immediate Needs Report (INR) for the CE RR/RRC and the Historic Preservation Plans (HPPs) for Butchertown and Phoenix Hill would be completed to maintain the schedules for each.

Mr. Bryant also stated that on Wednesday, February 15, 2006, the six-year transportation plan was presented to the Kentucky Senate. He indicated that 789 million dollars was set-aside in the plan for the Ohio River Bridges Project (Project), which is roughly 10% of the overall six-year budget.

HPP Master Schedule: Mr. David Kroll, CTS-GEC

Mr. Kroll distributed the HPP Master Schedule (dated February 2006) showing the current schedule for the development of all seven HPPs. He briefly described the anticipated schedules for the development of the HPPs for Butchertown and Phoenix Hill and the INR for the CE RR/RRC. He indicated that, to date, the development of the respective plans was proceeding in accordance with the distributed schedule.

HPPs - Butchertown and Phoenix Hill: Mr. Pete Fritz, CTS-GEC

Mr. Fritz noted the team is in the format document production phase and have decided that the final HPP report would be produced in Ledger (11X 17 sheets) size. He went on to explain that it would allow the team to incorporate large size maps into the document, plus include graphics and photographs, as appropriate, with the maps. Samples of the proposed layout were distributed.

The draft HPPs for both Butchertown and Phoenix Hill would be distributed a minimum of two weeks before the April 27, 2006 KHPAT for discussion at the meeting.

Mr. Segrest asked how the HPPs were to fit with the neighborhood plans to be developed by Ratio for Louisville Metro Government. Mr. Fritz responded they have not received the notice to proceed from Louisville Metro Government to develop the respective neighborhood plans. Signatures by the Metro Council need to be obtained before notice to proceed is given. However, it was noted that the HPP would be compatible with the neighborhood plan, and that there may be some overlap between the two plans. It is envisioned that an adoptable neighborhood plan would be produced.

Mr. Morgan questioned if the HPPs would meet the standards for the neighborhood plan. While the HPP will make recommendations on mobility to some extent, it is more focused on issues of the MOA. In the context of the Neighborhood Plans, mobility will need to be addressed on a more regional level, including bikeways and light rail connections. Land use in the neighborhood plans will be addressed on a more specific level to include non-historic properties. Ms. Copic indicated that she would provide details on the guidelines for developing Neighborhood Plans and HPPs to the KHPAT members at the direction of KYTC.

Summary of the Public Meeting Charrette for CERR/RRC: Mr. Michael Matts and Mr. Tom Gallagher, CTS-GEC

The charrette public meeting was held on January 24, 2006, at Kentucky Country Day School. Various KHPAT members and 34 other participants of the public were in attendance. The meeting consisted of a formal presentation followed by group work sessions. A field review meeting on January 16, 2006 preceded the meeting with a reporter of the *Louisville Courier Journal* who prepared a newspaper article detailing the charrette process employed for the HPP.

Comments from Draft INR:

The following comments were duly noted from the discussions of the INR for the CE RR/RRC. They are presented in no particular order.

Consistency of terms – Historic context is used in different ways, such as historic context in performing National Register nominations, historic context of a certain site, like as in reference to Rosewell, and historic context in referring to the loss of integrity from possible impacts on the resources. A consistency of terminology was requested.

Clarity of additional information – The impact of visual effects in the historic district, especially pier placement and design was requested

Additional discussions – It was noted that the structure over River Road should be designed as an asset to the community, reflecting the historic context of the surroundings.

Ms. Runyon and Mr. Morgan commented that one of the slides depicting visual mitigation did not show all the properties. In response, Mr. Matts explained that fewer individual properties would be impacted than earlier expected.

Ms. Runyon expressed concerns about the illustration of boundaries of the historic district. Mr. Gallagher said that the focus of the INR was modified to concentrate on a reduced area than those defined in the MOA.

She inquired into the factual basis of this decision and requested a copy of the methodology used to narrow the boundaries.

Mr. Gallagher replied that the INR is to focus on the issue areas that the SDC would need to help them advance the initial phases of Project design. It is intended to help continue the design process while the HPPs are under development. The HPPs are intended to address the broader area.

Ms. Runyon indicated that INR issues are very important and a professional cultural landscape architect should be involved in the preparation of the document.

It was indicated that CTS-GEC was currently negotiating for the services of such a consultant, but that an impasse had been reached. It was stated that a national presence was not needed for the development of the INR, but that such a need was prevalent once the HPP was initiated. To that end, CTS-GEC agreed to coordinate with Mr. Charles Birnbaum of the National Park Service for the names of possible consultants to invite to participate as the cultural landscape specialist.

Ms. Runyon requested that another coordination meeting be scheduled to continue discussions on the development of the INR. She requested that David Morgan be invited. Mr. Bryant suggested that a working KHPAT meeting would be scheduled within the next 15 days.

Subsequent to this meeting, a working meeting was held in Frankfort at KYTC on February 27, 2006.

US 42 Ramp Relocation: Mr. Jerry Leslie, SDC4

An aerial view of the existing configuration of the US 42 ramp at KY 841 was shown. Also, shown was the temporary ramp relocation. Mr. Leslie defined the proposed schedule of anticipated activities to occur. SDC 4 will be submitting final plans in mid March 2006 with a proposed May 2006 letting. It is anticipated that this relocation would require about six months to complete and once completed, work would begin on the exploratory tunnel bore. Ms. Copic requested a copy of the relocation plans. Mr. Leslie indicated that he would provide it to her upon their availability.

East Louisville Access Study: Mr. Barry Alberts, Downtown Development Corporation

Status of the project

One of the studies required in the Record of Decision (ROD) was to examine the re-use of the East Louisville Downtown Access area, the approximate 40-45 acres that would be relinquished as a result of relocating Spaghetti Junction.

A study committee consisting of representatives from the surrounding neighborhoods, Butchertown, Waterfront Corporation and Downtown Development Corporation was assembled to develop conceptual plans for possible development of this land. With the understanding this is a twenty-year program; Mr. Alberts indicated that some recommendations might be available from their consultant by March 2006.

Specific issues related to the connection of the 40-45 acre property to the surrounding neighborhood voiced by the KHPAT members included, re-connectivity to waterfront, impacts upon Butchertown and to the downtown area, and pedestrian, bicycle and vehicular access.

There are a number of constraints in terms of the ultimate use of this property. The major issue is flood protection and those measures likely to be implemented.

Another second issue related to the location of existing railroad line that runs through that property and whether it will remain or be relocated. This creates an impact on possible development schemes for this property.

A third constraint is the language in the ROD in terms of what development(s) would be allowed on the 40-acre site. The public use designation is under discussion presently with the Federal Highway Administration (FHWA) for interpretation.

The final issue is how this acreage relates to alternate decisions that are being made about other parts of the roadway network, waterfront reduction study recommendations, development of associated uses around the property (such as commercial developments, park lands or other uses in the vicinity of this acreage) that could impact the viability and visibility of developed uses of the property. .

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

Downtown Bridge Section 2

Project Parameters

The Downtown Bridge will be adjacent to Kennedy Bridge on the east side (up river). 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. There are environmental commitments that must be adhered to as stated in the FEIS and ROD. The projected cost for the Downtown Bridge is approximately \$203 million (construction year) dollars.

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.

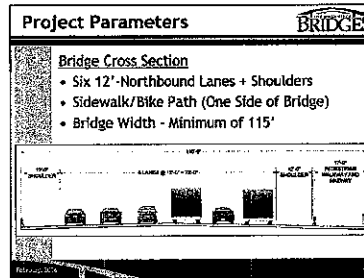
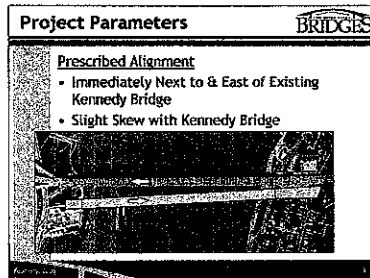
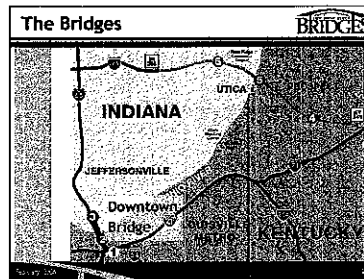
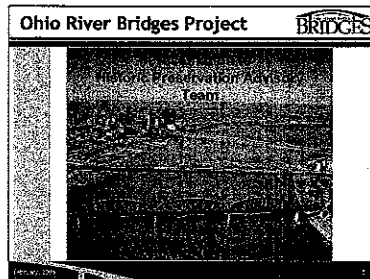
Ms. Copic asked if the public had expressed a preference on the bridge type. J.B. Williams advised that no decision has yet been made. However, he did say that the public had certain things they preferred to see.

Mr. Morgan questioned when the Kentucky Heritage Council would be able to make suggestions on what type of bridge design would be best from a historical aspect. It was noted the website contains a place for comments and also there are public meetings for this process.

Ms. Turner, CTS-GEC advised KHPAT members that Mr. Williams, Mr. Carr and Mr. Stover were invited to the meeting to review the various aspects of the different bridges types. These

bridge types have also been on the website to view. Also, anyone is invited to the public meetings to make comments. It was also noted that at the April 2006 KHPAT, a more extensive presentation of the bridge type selection process would be made.

Ms. Runyon expressed that it was critical that the KHPAT is involved in the design process because of the historical perspective.



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

Project Parameters

Cost

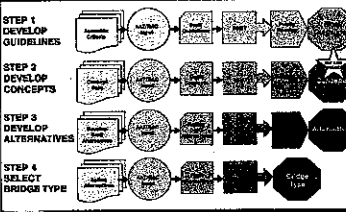
- Projected \$203 M for Construction



Navigational Guidelines



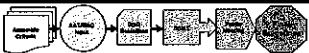
Bridge Type Selection Process



2

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	"View of the River" Boat Tour, 61 attendees

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

Public Involvement

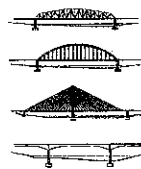
Electronic Polling Conclusions



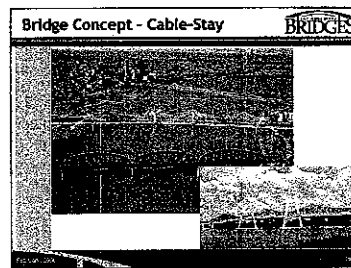
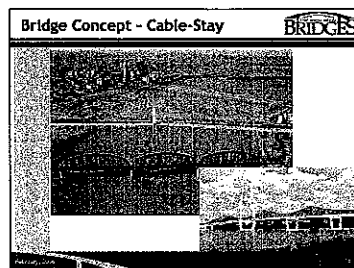
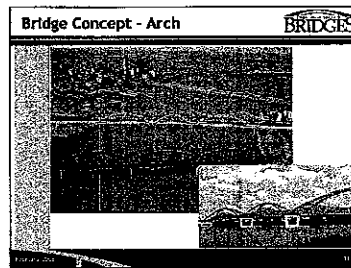
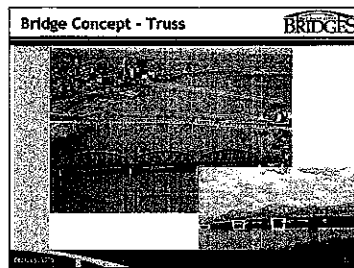
- Symmetry is Preferred
- Low Structures are Preferred
- For High Structures, Open is Preferred
- For Low Structures, Closed is Preferred
- Visual Simplicity is Preferred
- Compatibility with Nearby Bridges is Preferred

Bridge Types

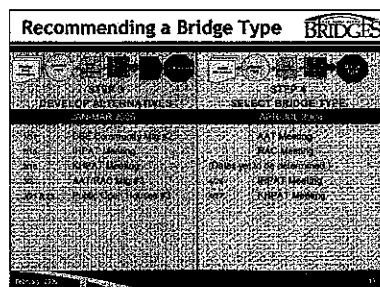
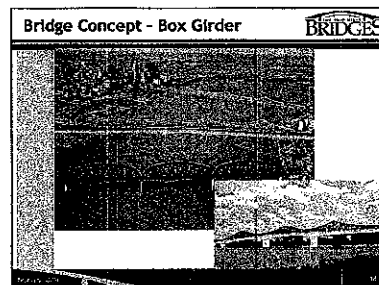
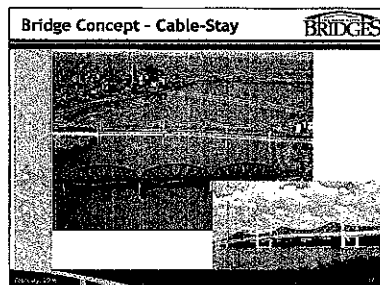
- Truss
- Arch
- Cable-Stayed
- Box-Girder



3



4



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East End Bridge- SDC 5 Presentation

Project Parameters

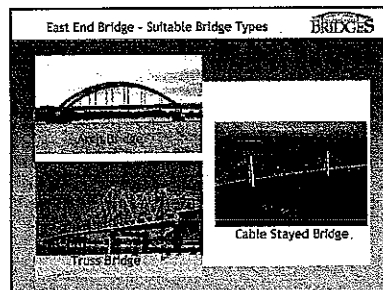
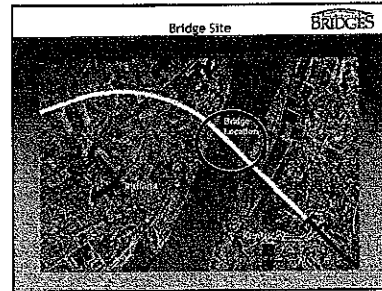
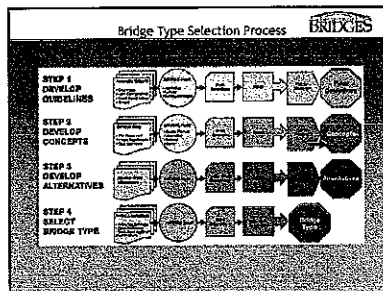
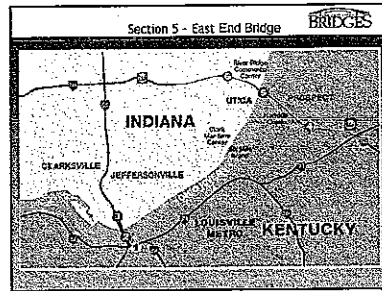
The East End Bridge would connect Indiana SR 265 to KY 841. The bridge would be six lanes with shoulders and would carry northbound and southbound traffic; a pedestrian path would be located adjacent to the southbound lanes. There are environmental commitments that that must be adhered to as stated in the FEIS and ROD.

Section 5 - East End Bridge

Two Bridges, One Project

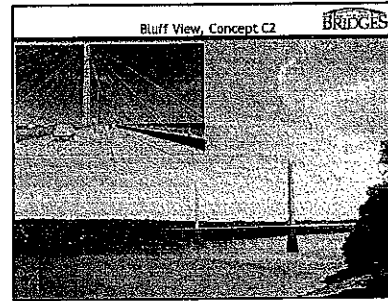
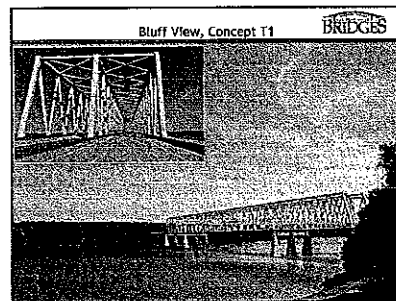
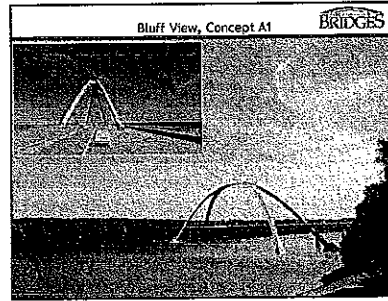
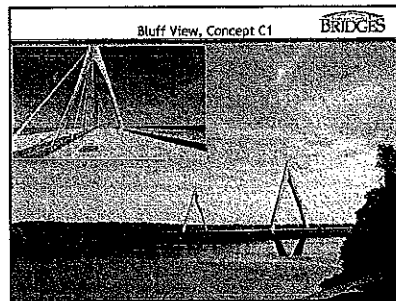
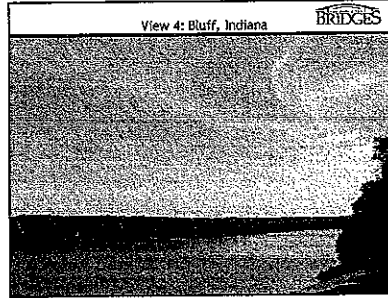
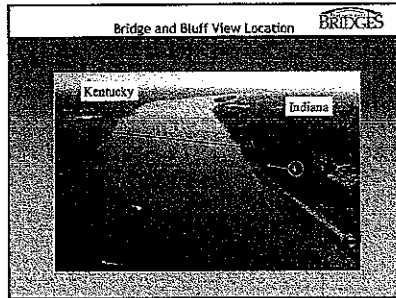
Section 5 Presentation to HPATs

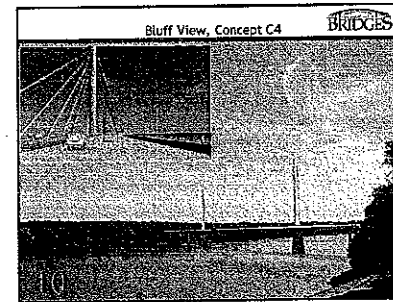
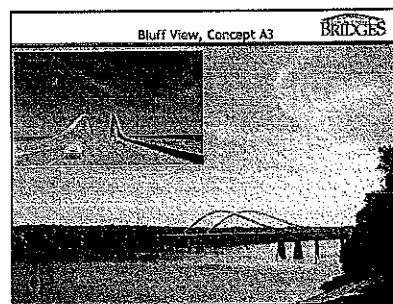
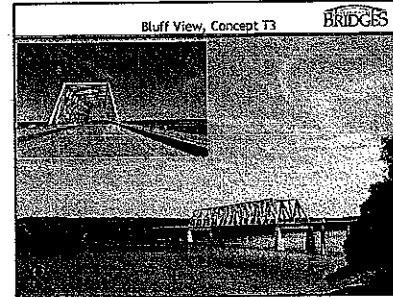
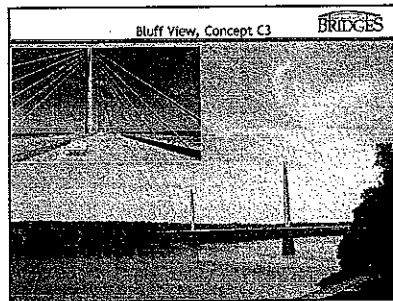
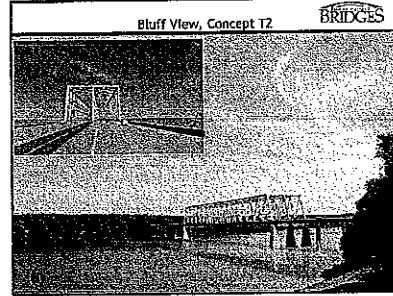
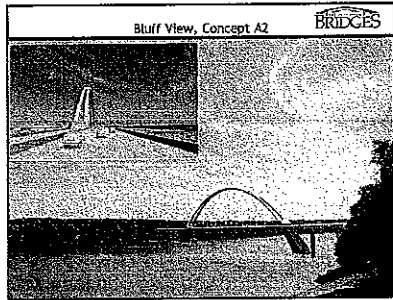
February 15 and 16, 2006

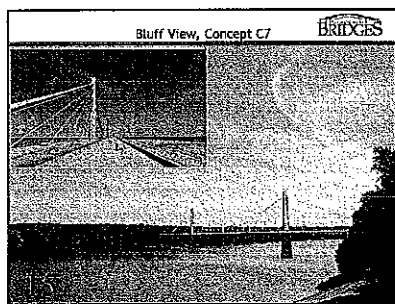
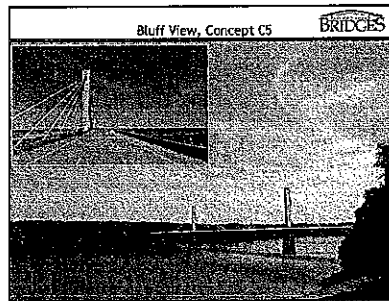
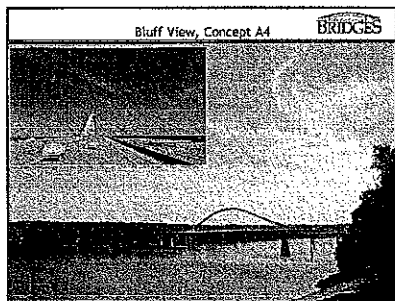
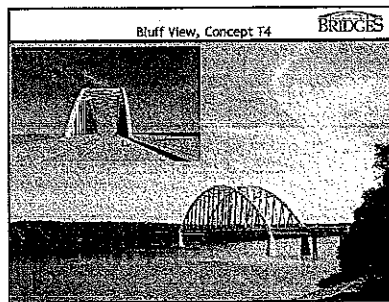
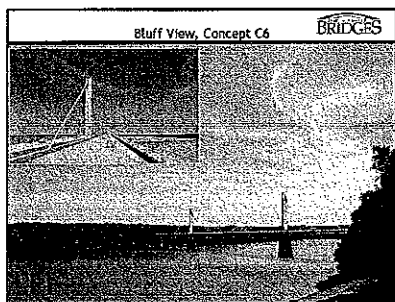


Suspension Bridges

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

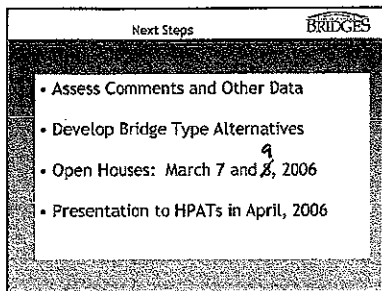






Comment Summary to Date

- 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)



Final Comments: Mr. Jeff Vlach, CTS-GEC

Any comments for consideration by the Co-chairs should be made in writing by the close of business on March 3, 2006. Mr. Vlach indicated that the next KHPAT meeting date had been changed and the new date was April 27, 2006 in the Board Room of TARC. KHPAT members would be supplied with materials to be discussed at least two weeks prior to the meeting.

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – February 16, 2006
TEAM ATTENDEES**

Co-chairs: Bart Bryant – Kentucky Transportation Cabinet
David Morgan – Kentucky Heritage Council
Janie-Rice Brother – Kentucky Heritage Council

City of Prospect: Ann Simms

Butchertown Neighborhood Assoc., Inc.: Jim Segrest

Phoenix Hill: Steve Kersey

Louisville Metro Planning and Design: Aida Copic

Louisville Metro Historic Preservation: Joanne Weeter; Richard Jett

River Fields, Inc.: Leslie Barras; Meme Sweets Runyon

CTS – GEC: Jeff Vlach
Christa Turner
Chad Costa
David Kroll
Tom Gallagher
Peter Fritz
Michael Matts

SDC 1: David Smith
Richard Sutherland

SDC 4: Jerry Leslie
Sandy Stevens