

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – October 19, 2006
TARC Administration Building**

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach opened the meeting and thanked everyone for attending. The members identified themselves and their affiliation. Attention was called to several handouts that were disseminated at the meeting: the agenda and the meeting dates for 2007.

Mr. Vlach informed those in attendance that all of the meeting summaries for the KHPAT are available on the Project website (www.kyinbridges.com).

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

Mr. Bryant indicated as of August 31, 2006, Deputy Secretary Jim Adams had resigned his position with the Kentucky Transportation Cabinet to return to the private sector. Crystal Ducker was named Deputy Secretary of the Cabinet in September.

Mr. Bryant introduced Mr. Jadie Tomlinson as the Deputy Project Manager for KYTC. He noted that Mr. Tomlinson had been with the Transportation Cabinet for over 15 years with experience in traffic operations, transportation information systems and also having experience being employed formerly by a highway consulting firm in the private sector.

It was also noted the Drumanard historic preservation easement is under preparation in consultation with the Kentucky Heritage Council and the property owners.

Mr. Bryant also updated the group on the US 42 ramp relocation project, noting that the blasting on the east end was continually being monitored and for the most part, had proceeded within blasting requirements with few complaints.

Mr. Bryant and Mr. Morgan reported back to the advisory team members on the issue and concerns raised about the Bridge Type Selection Process (BTSP). Mr. Bryant summarized the actions and recommendation made by the Bi-State Historic Consultation Team since the joint HPAT meeting in July. Based upon concerns by some HPAT members pertaining to the BTSP not complying with the Section 106 MOA stipulations, the Co-chairs took these concerns and objections to the Bi-State Historic Consultation Team (BSHCT) for consideration at its August 1, 2006 meeting.

The BSHCT took into consideration the comments and concerns raised by HPAT members about the bridge type selection process, opportunities for HPAT members to comment about bridge types throughout the process, and the process as it related to the MOA stipulations. The project design team advised the BSHCT that a summary report of the BTSP was being prepared for the Executive Bridge Type Selection Committee for both bridge locations and within those reports, each contained a chapter addressing Historic Preservation and the environmental requirements contained in the Record of Decision. The members of the BSHCT would be provided a copy of that chapter (Chapter 5 of the draft summary reports) for review and take into consideration the expertise of the bridge design teams, and how comments from the HPAT members and others had been considered as the recommended bridge type alternatives were developed.

Upon receiving the chapter for review, the BSHCT met again to discuss the issue at their September 12, 2006, meeting. At that meeting, the 4-step BTSP was reviewed and discussion of the issues resulted in the BSHCT recommending (4-1) to the Bi-State Management Team that the HPAT members had opportunity for input, comments as they related to the bridge types had been considered in the development of the alternatives, that both design teams had expertise and experience to sufficiently address historic preservation and environmental issues and concerns, and the stipulations of the MOA had been followed. Mr. Morgan was the sole dissenting vote of the BSHCT, commenting that the process was inadequate in allowing HPAT members to sufficiently have opportunity to comment.

The BSHCT concluded that there were several areas in which the process could have been better and that measures should be taken, as the bridges designs progress, to improve communication and outreach as it relates to historic preservation issues. The Bi-State Management Team accepted the BSHCT's recommendation with all agreeing that this process be reported back to the individual HPAT members at their next meetings.

Mr. Morgan stated the BTSP was not adequately discussed and thought there should be an additional meeting held. River Fields noted they are strongly opposed to the BTSP. Mr. Morgan also stated his opinion that Chapter 5 was an afterthought resulting from the July 18, 2006 meeting. Mr. Bryant offered that the Bridge Type Selection Report was in the design team's scope of work and remarked that Chapter 5 was not an afterthought.

Leslie Barras asked what the urgency of the BTSP was. Mr. Bryant indicated that the BTSP was presented to the HPAT members as a one-year process and the overall project needed to maintain its schedule.

Richard Jett noted that he requested additional studies in an e-mail. Mr. Bryant explained the comments concerning more studies were considered by the BSHCT, but sufficient analysis was performed and summarized into Chapter 5 of the Bridge Type Selection Document...

Ms. Barras stated that River Fields strongly opposed the BTSP. Ms. Barras stated that the first time it was presented to the KHPAT was February 16, 2006. The second time was April 27, 2006 and she noted a bulk of the time had been used to discuss the downtown bridge.

Ms. Barras made the motion for a special meeting to be held to continue the process, and the only agenda item would be the Downtown and East End bridge preservation factors of the designs. Mr. Jim Segrest seconded the motion. The vote carried 6-1, with the KYTC Co-chair abstaining. This motion will be carried forward to the BSHCT.

Mr. Segrest of Butchertown expressed concern that none of the proposals were creative and that all of the designs were reproductions of other projects. Mr. Bryant explained the basic bridge types were similar to other bridges in the country, but that the basic approach of each as they were developed had taken into account the historic context of the settings.

Mr. Mohammad Nouri indicated that his e-mails with specific requests regarding the BTSP were sent to CTS-GEC with no response returned. He further inquired as to the role of the KHPAT, not only with the BTSP, but in general. He questioned if the KHPAT was just a rubber stamp for the Project to indicate the information had been taken to the KHPAT. Mr. Bryant acknowledged receipt of Mr. Nouri's e-mails and indicated that his comments were taken into consideration by the BSHCT. Mr. Bryant also noted the HPATs were not rubber stamps, but many of the HPAT

comments and recommendations on other issues had made important contributions to the project's design to this point.

Ms. Barras noted that the KHPAT should revisit the HPAT Charter developed at the initial meeting for a review of the process. Mr. Bryant requested the Charter be sent to the KHPAT along with this summary. *Subsequent to this meeting, the Charter was sent along with this summary.*

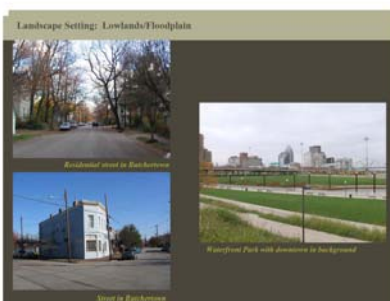
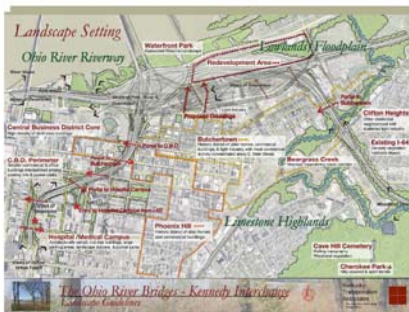
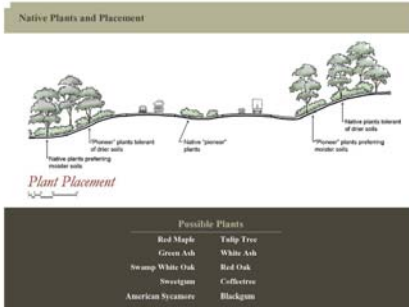
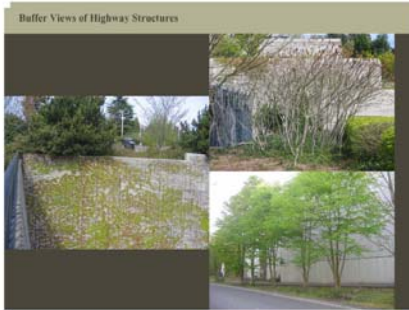
SDC 1 Aesthetics: Glen Kelly; Brian Aldridge; Charlie Scott; Tim Sorenson, KTA

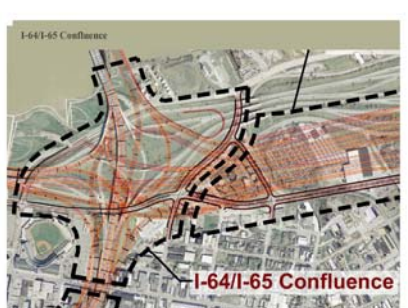
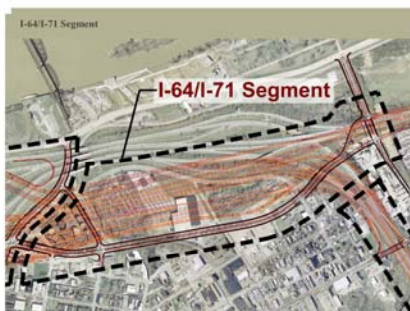
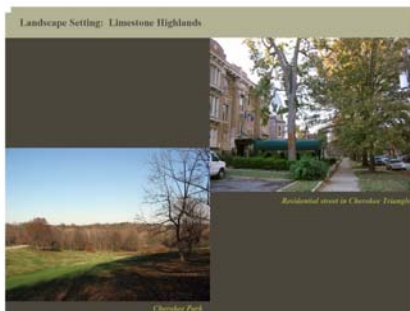
Mr. Glen Kelly of Kentucky Transportation Associates (KTA) introduced Mr. Charlie Scott with Jones and Jones Architects to give a presentation on landscaping concepts in Section 1. Below is the landscaping PowerPoint presentation that was presented.

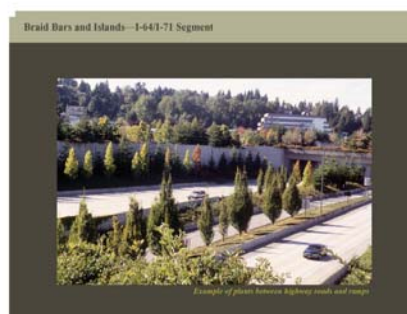
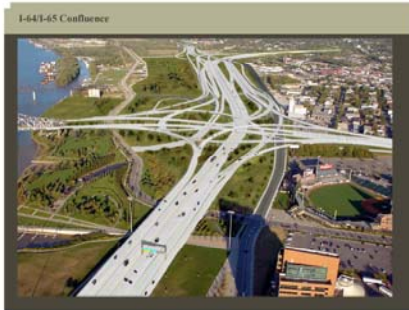
Mr. Morgan questioned if there was a landscaping budget. Mr. Bryant indicated a landscaping concept needed to be derived first, but money was included in the overall project for such considerations.

A landscaping manual is being developed for Section 1 and will be provided to KHPAT at a later date, as it is in draft form presently. Mr. Scott stated the intent for the presentation was only to present the concept and receive input from members.

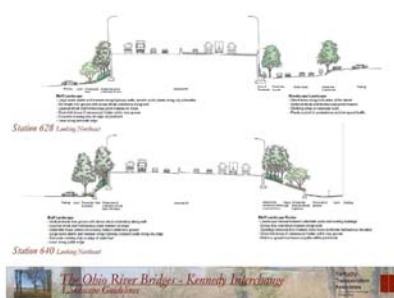












Ms. Barras, questioned if work outside of the right-of-way was proposed near Grinstead Drive. Mr. Kelly responded, at the request of Bart Bryant, that work would be within right-of-way and would require some clearing of existing vegetation. SDC 1 communicated to the KHPAT that the vegetation removed would be replaced as dense as or denser than what is presently there. Mr. Kelly urged the KHPAT to review details outside of the meeting as well.

Mr. Tom Sorenson then gave a presentation on lighting concepts on the Downtown Section, particularly as it related to bridge underpasses, streetscaping opportunities, and gateway development.

Mr. Steve Kersey of Phoenix Hill was disappointed with the concepts, stating the lighting for the underpass was not appealing. He stated more opportunities to meet with SDC 1 would be helpful. Mr. Kersey also noted there should be a more open look, especially at the gateways.

Mr. Brian Aldridge of KTA updated the KHPAT on Section 1, with the following topics: Streetscaping; Interpretive Signage/Traffic Control; Witherspoon/Geiger Street Extension and Revised Pier Shapes. The Power Point presentation follows.

Kentucky Transportation Association

BRIDGES

KHPAT Meeting

Design Section 1
KENNEDY INTERCHANGE

October 19, 2006

October 19, 2006

Section 1

BRIDGES

Discussion Items

1. Landscaping
2. Lighting and signage
3. Streetscaping
4. Interpretive Signage/Traffic Calming
5. Witherspoon/Gelger Street Extension
6. Revised Pier Shapes

October 19, 2006

2

BRIDGES

Landscape Design Guidelines and Concepts
for the Kennedy Interchange
Louisville, Kentucky
October 2006



October 19, 2006

3

BRIDGES

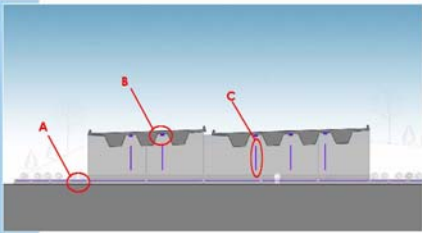
Underneath and Aesthetic Lighting

October 19, 2006

4

Underneath Lighting

BRIDGES



October 19, 2006

5

I-65-3, Floyd St

BRIDGES



October 19, 2006

6

I-65-2, Brook St

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October 19, 2006

7

I-65-4, Liberty St

BRIDGES



October 19, 2006

8





Streetscaping

October 19, 2006

17

Commitment



- Butchertown: "KYTC shall design and construct streetscape improvements within the entire Historic District....."
- Phoenix Hill: "KYTC shall include streetscape improvements along Main and Market streets from Floyd to Clay streets....."

October 19, 2006

18

Main and Market Streetscape Commitments



October 19, 2006

19

Main Street



October 19, 2006

20

Market Street



October 19, 2006

21

Sidewalk Pavement, Pedestrian Lighting, Trash Cans, Benches, Trees and Landscape



October 19, 2006

22

Status



- KTA will present plan of action to the BSMT for approval
- Plan will include meetings with Butchertown and Phoenix Hill to develop guidelines and concepts

October 19, 2006

23



INTERPRETIVE SIGNAGE and TRAFFIC CALMING

October 19, 2006

24

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- Interpretive signage and traffic calming are commitments for both Phoenix Hill and Butchertown
- KTA will develop concepts in collaboration with both communities during the next phase of the project

October 19, 2006 25

BRIDGES

Witherspoon/Geiger Street Extension

October 19, 2006 26

Immediate Needs Report
Witherspoon Relocation and Through Access

BRIDGES



October 19, 2006 27

Draft Historic Preservation Plan (HPP)
Witherspoon Relocation and Through Access

BRIDGES



October 19, 2006 28

Status

BRIDGES

- Historic boundary examination finalized by BSMT
- Study recently initiated by KTA to look at alternatives
- Alternatives to include a four-lane street with sidewalks
- Impacts will be provided to BSMT for consideration

October 19, 2006 29

BRIDGES

Revised Pier Shapes

October 19, 2006 30

Zone 3: Kennedy Main Interchange

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Superstructure: Pre-cast Segmental Concrete Boxes or Steel Boxes
Piers: Decision on Superstructure is required
Use of Integral Piers or V Non-Integral Piers and Integral Straddle Bents

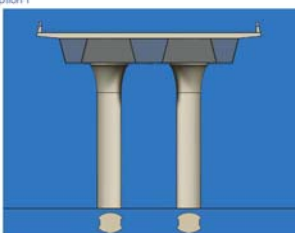


October 19, 2006 31

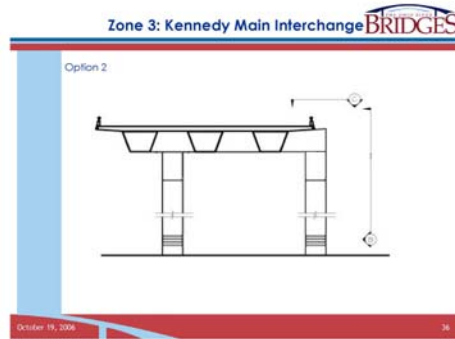
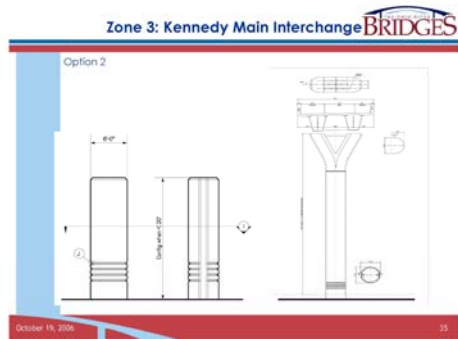
Zone 3: Kennedy Main Interchange

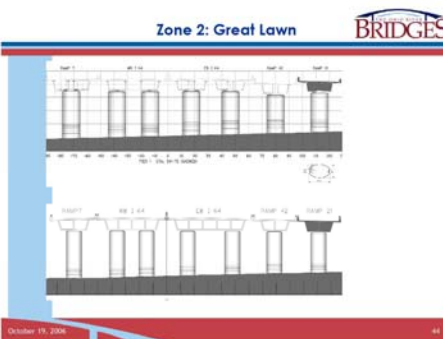
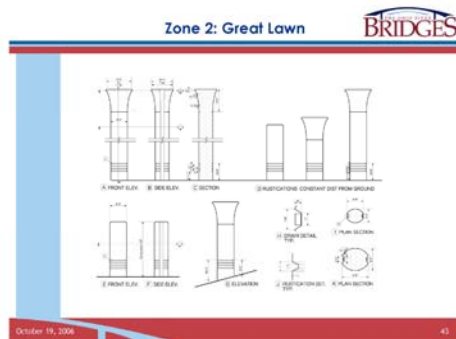
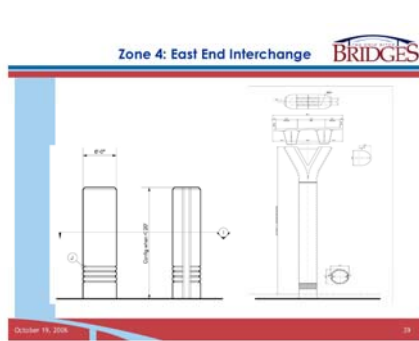
BRIDGES

Option 1



October 19, 2006 32





It was requested SDC 1 bring recommendations of the Witherspoon/Geiger Alignment to the KHPAT in December. It was also noted that the December meeting should be a working meeting and all information sent out in advance of the meeting.

Mr. Kersey stated the Historic Preservation Plan (HPP) working sessions were valuable. He recommended the same should be done with Section 1 in regards to landscaping, lighting and streetscape proposals.

A question was raised about the proposed location for the pedestrian bridge access to the new Kennedy Bridge. There was expressed a sentiment to locate this access point on the city side instead of the river side of the freeway.

A discussion followed concerning the consideration of revised pier types, and the concept of the "Y" pier shape as developed by Miguel Rosales. It was presented that the pier shape was conceptual, but allowed for fewer piers and less impact to the footprint of the structures at their foundation locations. They also presented an opportunity for a cost savings by reducing the number of piers.

Mr. Kersey commented he appreciated the project trying to find ways to reduce costs and also lessen the impact of the structures below.

Ms. Barras commented that the "Y" shape from an aesthetic point of view was unacceptable, followed by a general comment that it could lead to birds nesting under the structures by others.

PL&G - Section 4: Jerry Leslie, HW Lochner

A presentation by Jerry Leslie, of HW Lochner, to the HPAT members was given addressing the Section 4 design at the Preliminary Line and Grade Stage for the HPAT members input and comment. Mr. Leslie pointed out that some members of the HPAT had arranged times prior to this meeting to review and discuss the plans at Lochner's office. The presentation for the East End Approach (SDC 4) is located below

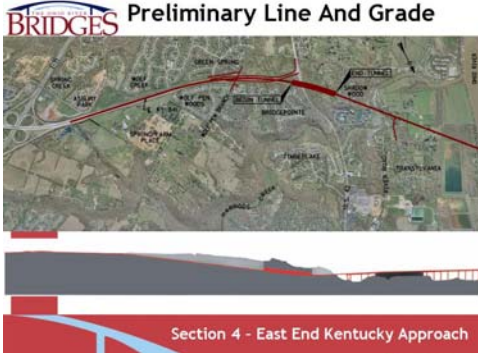


KHPAT Meeting

Design Section 4

EAST END KENTUCKY APPROACH

October 19, 2006



Preliminary Line And Grade

Section 4 - East End Kentucky Approach

Guidance from...

- The Record of Decision
- The Section 106 Memorandum of Agreement (MOA)
- Kentucky Historic Preservation Advisory Team (KHPAT)
- Immediate Needs Report/Historic Preservation Plans
- Public Input thru
 - Area Advisory Team (AAT)
 - Neighborhood Meetings
 - Community Meetings
 - Property Owner Meetings
- Kentucky Transportation Cabinet Highway Design Guidance Manual

Preliminary Line And Grade

ROD Commitments

- Context Sensitive Solutions
- Endangered Species
- Erosion Control
- Air Pollution
- Noise
- Construction Blasting
- Woody Revegetation
- Water Pollution
- Traffic Control
- Tunnel Design, Construction and Operation
- Historical Resources
- Avoidance Commitments

Design Goals



Preliminary Line and Grade

- Drivers should recognize that they are traveling through a special place
- The design should acknowledge and be responsive to the aesthetic and historic context found within the Country Estates of River Road Historic District
- The design should serve to break down the scale of the roadway elements
- The design should ensure the surface water runoff meets ROD, State and Federal requirements
- The Project should be a source of pride for the east-end communities

Preliminary Line and Grade



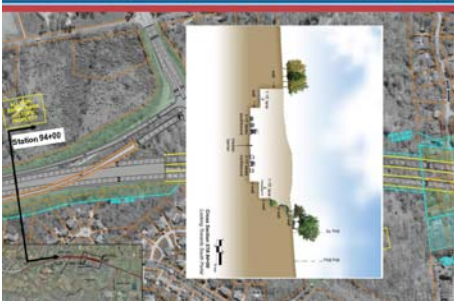
Preliminary Line and Grade



Preliminary Line and Grade



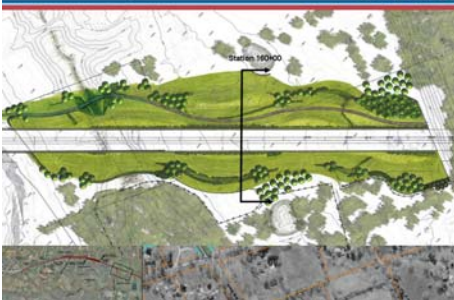
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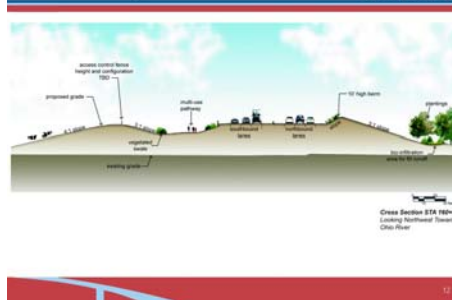
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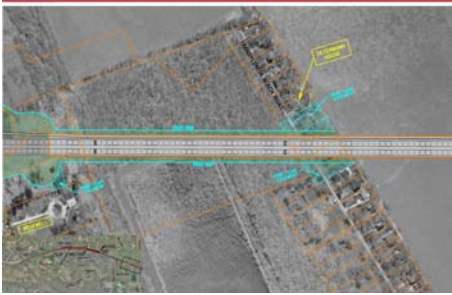
Preliminary Line and Grade



Preliminary Line and Grade



Preliminary Line and Grade



Potential Noise Wall

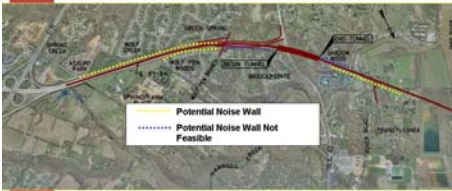


Preliminary Line and Grade

- Study on "eligible" location has been submitted to Bi-state Management Team (BSMT)
- Five locations are under consideration
 - Green Springs/Wolf Creek
 - Wolfpen Woods
 - Bridgepointe
 - Shadow Wood
 - Harbor at Harrods Creek
- Affected communities, Prospect, KHPAT, AAT and Regional Advisory Team will be asked to comment on Barrier Design
- BSMT will make final decision on which walls and what types will be constructed



Potential Noise Walls



Section 4 - East End Kentucky Approach

Aesthetic Design Guidelines



- Roadway Character
- Tree Protection Measures
- Cuts and Fills
- Retaining Walls
- Sound and Safety Barriers
- Stormwater Management
- Structures
- Tunnel Portals
- Drumanard Preservation
- Pedestrian and Bicycle Issues
- Roadway Appurtenances



Questions/Comments

Final Comments: Mr. Jeff Vlach, CTS-GEC

Ms. Christa Turner updated the KHPAT on the status of the Historic Preservation Plans (HPPs). She noted the Butchertown and Phoenix Hill HPPs were on the same schedule for completion in early 2007. Ms. Turner also noted a working session was held on September 26, 2006 at CTS to discuss each of these two plans. At the request of the KHPAT members, a Final Draft will be given to the KHPAT for a final review in December 2007 before approval.

Ms. Turner indicated the INR for the Country Estates River Road/River Road Corridor was finalized July 2006. Work is continuing on the Draft HPP.

River Fields stated they would like an update on archaeological investigations occurring in Kentucky at a future meeting. Mr. Bryant agreed and stated it will be presented at a meeting in the future.

River Fields also asked the status of the Allison-Barrickman Cemetery Report. Mr. Bryant noted that the report was submitted to the KY SHPO and believed it had been approved by the BSMT. *Subsequent to this meeting, the Allison-Barrickman Cemetery Baseline Report was sent to the KHPAT members.*

Any comments for consideration by the Co-chairs should be made in writing by the close of business on November 3, 2006. Mr. Vlach indicated that next KHPAT meeting would be held on December 14, 2006 at the TARC Administration Building. Mr. Nouri indicated he would look for an alternate location to hold the KHPAT meeting due to complaints by the KHPAT members. KHPAT members will be notified of the meeting location and 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 – October 19, 2006
TEAM ATTENDEES**

Co-chairs: Bart Bryant – Kentucky Transportation Cabinet
David Morgan – Kentucky Historic Preservation Officer

City of Prospect: Ann Simms; Sandra Leonard

Butchertown Neighborhood Assoc., Inc.: Jim Segrest

Louisville Metro Planning and Design: Mohammad Nouri

Louisville Metro Historic Preservation: Richard Jett

Phoenix Hill: Steve Kersey

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

CTS – GEC: Jeff Vlach
Christa Turner
Chad Costa
John Sacksteder
Jim Hilton
Steve Nicase
Kristen Jordan-Leggett

SDC 1: Brian Aldridge
David Reed
Tim Sorenson
David Franke
Glen Kelly
Charlie Scott

SDC 4: Jerry Leslie
Sandy Stevens
Jim Klein