

LOUISVILLE – SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT

Indiana Historic Preservation Advisory Team (IHPAT)/Kentucky Historic Preservation Advisory Team (KHPAT) Meeting June 19, 2008 – 11:00 AM at the INDOT Falls City Sub-District

The following summarizes the discussions of the IHPAT/KHPAT meeting held at the Indiana Department of Transportation (INDOT) Falls City Sub-District on June 19, 2008 for the Louisville – Southern Indiana Ohio River Bridges Project (Project).

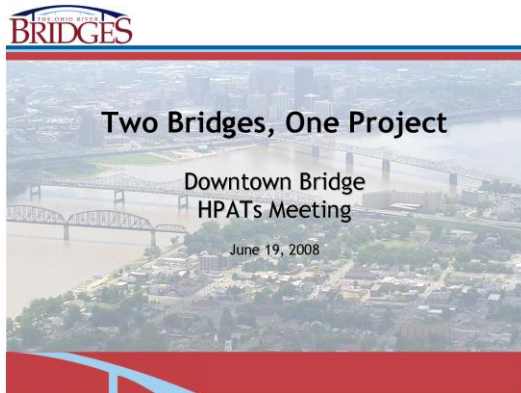
Opening Remarks: Mr. Jim Hilton, CTS-GEC

Mr. Hilton welcomed everyone to the meeting and asked those present to identify themselves and the entity they represented. A list of the IHPAT/KHPAT members in attendance is attached to this summary. There was no defined agenda for this meeting. This meeting was scheduled to revisit the aesthetic elements for the tower and pier shapes for the Downtown Bridge (SDC 2), prior to the recommendation and adoption of a preferred concept.

Prior to initiating discussion of the aesthetics of the Downtown Bridge, questions were raised about the Big Four Bridge and pedestrian access across it. Mr. Segrest stated that the public understanding was that a walkway would be constructed on the Downtown Bridge as part of the Project and a separate walkway would be placed on the Big Four Bridge. He supported the construction of these two pedestrian pathways. He also stated that he favored the pedestrian connection to the Downtown Bridge in the Butchertown Historic District and not in Waterfront Park to provide access to the urban neighborhoods. Mr. Segrest and Mrs. Runyon indicated that they would provide their recommendations for the construction/connection of the walkways.

Downtown Bridge (SDC 2) Aesthetics and Recommendations for Approval

Mr. Williams presented a handout to the IHPAT and KHPAT that summarized the aesthetic design elements for the Downtown Bridge. In his presentation, he stated that value engineering (VE) had been completed, which indicated that the shape of the tower with the triangular edge required custom forming for the full height. The VE proposed to simplify the tower cross-section, reducing the construction complexity and cost by approximately \$10,000,000.00 while attempting to retain the intent of the angular tower shape. At the direction of the HPAT Co-chairs, SDC 2 was requested to revisit the tower and pier shape with the HPATs prior to the recommendation and adoption of a preferred concept by the BSHCT. A copy of the presentation and associated handouts follows.



Value Engineering Study

- Value Engineering (VE) studies are working sessions for the purpose of developing and recommending alternative approaches that offer added value to the project
- Conducted for Sections 1, 2, 4 and 5
- Provided Recommendations and Design Comments to Downtown Bridge Section Design Consultant 2 (SDC2)



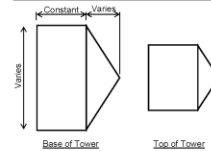
Value Engineering Study

Value Engineering Consultant Comment

Shape of tower with triangular edge requires custom forming full height; simplify tower cross section.

Value Engineering Study

SDC2 Recommended Tower Section



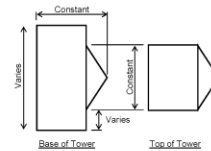
Triangular portion

- tapers in longitudinal and transverse directions

Rectangular portion

- tapers in longitudinal direction
- has constant size in transverse direction

Value Engineering Tower Section



Triangular portion

- Constant shape in longitudinal and transverse directions

Rectangular portion

- tapers in longitudinal direction
- has constant size in transverse direction

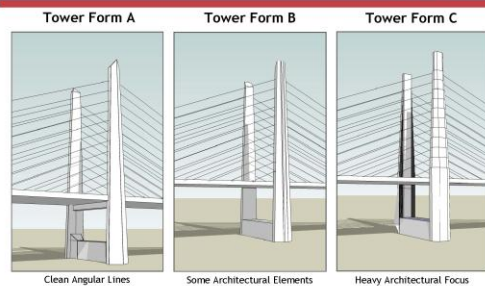
Value Engineering Study

Section 2 Design Consultant Response

VE recommended tower section reduces forming cost (Saves Approximately \$10 Million)

SDC2 recommended tower section found to be aesthetically pleasing by HPATs

Workshop #1 Tower Forms



Workshop #1 Tower Forms



IHPAT Preference

- Tower Form "A"
- Some architectural features
- Sparing and simple
- Clean angular design

KHPAT Preference

- Simplicity and continuity are key elements
- Stay close to the original design that was chosen during the Bridge Type Selection Process

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Local Angled Features

Design vocabulary (Lighting fixture, fountain)
Louisville Waterfront ParkSaint Martin of Tours
Phoenix HillSaint Joseph's Catholic Church
Butchertown

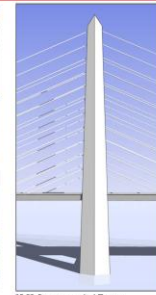
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Bridges on the River



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Comparison - Bridge

2nd Street Bridge Pier

SDC2 Recommended Tower



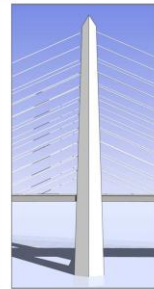
Value Engineering Tower

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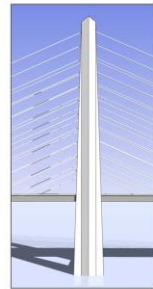
Comparison - Steeple



St. Martin of Tours



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



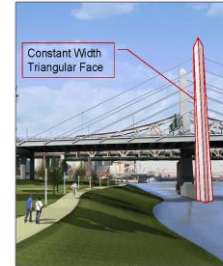
Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



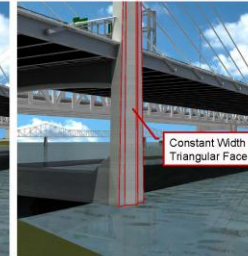
Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



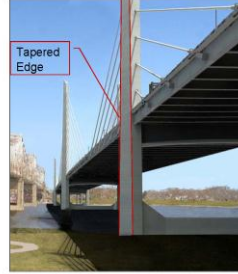
SDC2 Recommended Tower



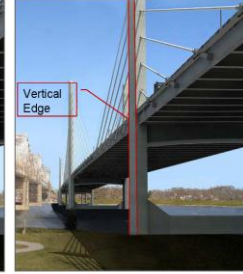
Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Tower Comparison



SDC2 Recommended Tower



Value Engineering Tower

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Questions / Comments



Please let us know what you think!

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THE OHIO RIVER BRIDGES

Agenda

June 19, 2008

Indiana and Kentucky Historic Preservation Advisory Teams

1. Value Engineering Study
2. Workshop #1 Tower Forms
3. Local Angled Features
4. Tower Comparison
5. Questions / Comments

The Downtown Bridge

THE OHIO RIVER BRIDGES

Contact Us!

Bridge Type Design

Project Website
www.kylinbridges.com

Community Transportation Solutions –
 General Engineering Consultants

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The Downtown Bridge

THE OHIO RIVER BRIDGES

Comments

Let Us Know What You Think!

Please leave the completed form with a Project Team member or mail/fax by July 6, 2008 to:

Jeff Vlach, Environmental Comments Manager
 Community Transportation Solutions
 Fourm Office Park, III
 300 N. Hurstbourne Parkway
 Louisville, KY 40222
 Fax: 502.426.9778

On a scale of 1 to 10 with 1 being the least preferred and 10 being the most preferred, please rate the SDC2 recommended tower versus the value engineering tower and also provide any comments you may have.


☐ SDC2 recommended tower

☐ Value Engineering tower

Comments:

The Downtown Bridge

Summary of Aesthetic Elements Selection for Downtown Bridge

May, 2008

As part of the Phase 3B Design process, Section 2 conducted a series of three workshops to gather input from the HPATs, AATs, and general public. The HPAT and AAT workshops were held in August and December of 2007 and January and March of 2008. The purpose of the workshops was to gather information about context sensitive, historic and aesthetic issues related to the design of the Downtown Bridge. In accordance with the RCD and Section 106 MCA, "due deference" was given to the opinions and comments received from the HPATs. Based on the input received through the workshops, historic context analysis by the SDC2 team experts and other factors, a series of aesthetic recommendations have been developed. Two Open Houses were held in April 2008 to publicly present these aesthetic recommendations.

1. Box Girders in Spans 1 and 6-10

The Section 2 Design team (SDC2) identified feasible structural systems for the approach spans to the main river crossing. The Kentucky approach (Span 1) adopted the Steel Box Girder bridge type that was used throughout Section 1 of the Kennedy Interchange and recommended by the HPAT and AAT. Three bridge types were studied for the Indiana approaches. Both the HPAT and AAT expressed a preference for the Box Girder. SDC2 recommends Steel Box Girders on the Indiana approaches.

2. Angular Tower and Pier Shape

SDC2 presented numerous drawings showing towers in three categories: elliptical, simple angular, simple with some architectural features, and complex with detailed architectural features. The elliptical tower form matches Section 1. The simple angular form reflects the theme of neighborhood church spires and other architectural folded planes of the surrounding context. SDC2 recommends the angular form for the towers and piers. Two pier cap tower cross and variations were explored, arched and straight. The arched form was preferred. SDC2 recommends arched pier caps and tower cross.

3. Cheekwall

SDC2 presented aesthetic options to transition from the approach spans to the cable stay spans at piers 2 and 6. Cheekwall forms that matched either the elliptical or angular towers were presented. Lighting options were also presented. Both the HPAT and AAT preferred a cheekwall consistent with the angular pier form. There was not strong support for the lighting option which would result in additional cost and maintenance. SDC2 recommends an un-lit angular cheekwall at Piers 2 and 6.

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THE OHIO RIVER BRIDGES

Excerpt from Meeting Summary

LOUISVILLE – SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT
 BSM Value Engineering Meeting with SDC 2 and 5
 April 28, 2008 Time: 1:15pm – 3:30pm
 Location: CTS Office, Louisville, KY
 Summary By: Aaron Stover

Summary of discussion on Value Engineering Comment #8

VE-8: Shape of tower with triangular edge requires custom forming full height; (recommendation is to) simplify tower cross section.

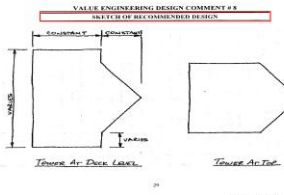
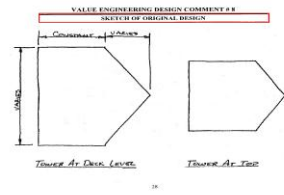
SDC2 Response:

The VE Recommended shape will reduce forming cost, and rebar cost. The potential cost differential could be approximately 9.10 million dollars (2006\$). There is the potential for bid premiums that contractors would include for schedule risks and uncertainties concerning tower construction shutdowns from two directional tower leg taper. It's impossible to predict this premium with certainty, but it could be as much as double the cost increase given above.

The folded plane shape of the tower cross section has been shown to be aesthetically pleasing and acceptable to the stakeholder groups. The current tower shape was shown during the Bridge Type Selection process and was recommended by the HPAT and AAT during the aesthetic workshops.

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RECOMMENDED AESTHETIC TOWER SHAPE
RESULTING FROM WORKSHOPS 1-3



Select Renderings from April Open houses

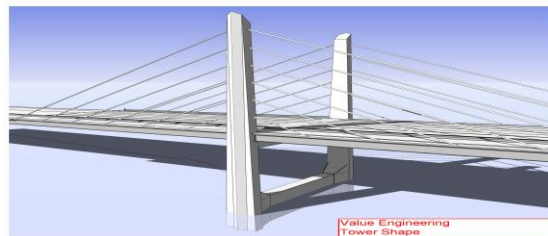
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RECOMMENDED AESTHETIC TOWER SHAPE
RESULTING FROM WORKSHOPS 1-3



Select Renderings from April Open houses

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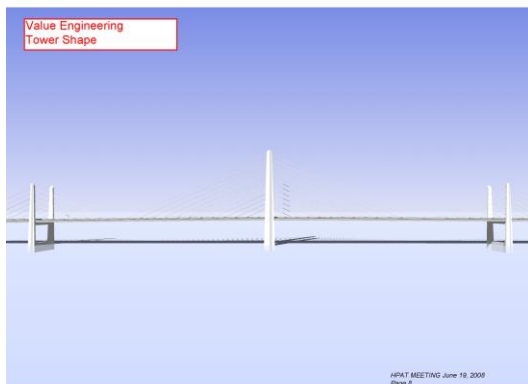


Value Engineering
Tower Shape



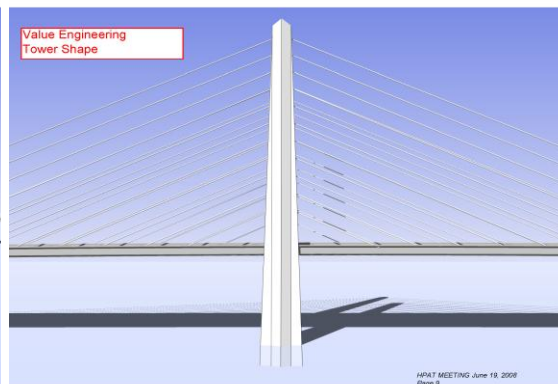
RECOMMENDED AESTHETIC TOWER SHAPE
RESULTING FROM WORKSHOPS 1-3

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Value Engineering
Tower Shape

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Value Engineering
Tower Shape

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THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT
PH 303-294-3800 FAX 303-426-9778 K&S-1 480-513-6891
Project Office: Project Office Park 85, 303 N. Shadeland Parkway, Suite 100, Louisville, KY 40222

IN/KY IHPAT WORKSHOP, ROUND ONE
SECTION 2, DOWNTOWN BRIDGE
MEETING SUMMARY

PREFERENCES:
Beams should interfere with the park as little as possible and discourage nesting

Tower Forms: 3 Basic Alternatives
Tower A: Clean, Angular Tower
Tower B: Heavy Architectural Features
Tower C: Heavy Architectural Features

Design and Historic Preferences

- Heavy architectural features are too much for the surrounding area – too busy
- Simplicity is nice
- Heavy architectural features are good, but not too many
- Relative mass between central and outer simple
- Simple, leaning to architectural
- Don't want to see too many competing elements
- Purity of design could be lost with all the urban surroundings
- Having architecture towards the top of the tower is best, bottom area needs to be simpler in design
- All of these look could be good for the historic environment
- Perhaps could mimic the 2nd Street Bridge
- Vertical elements are preferable to horizontal – more in keeping with urban, vertical surroundings

PREFERENCES:
Tower A: Some architectural features, spurring and simple – clean angular design preferred

Top of Towers
Cable Reflection

Design and Historic Preferences

- Like the idea of reflectivity
- Lights on the towers is okay

Pier Tops
Deck and Underdeck

Design and Historic Preferences

- Delicate interest in carrying these forward
- Need to ensure that people cannot climb on them
- Need idea of the Clark Memorial Bridge
- Public art options?
- Good to think of the gateway elements, from one state to another

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IN/KY IHPAT WORKSHOP, ROUND ONE
SECTION 2, DOWNTOWN BRIDGE
MEETING SUMMARY

Original Preferences

- A flat bottom with smooth surface underneath is appealing
- Not smoothish, however
- Continuity is important
- Components need to work together
- Bridge designers should work with Section 1 and integrate their bridge design with the Section 1 components (both approach and bridge)

PREFERENCES:
Box Girder design in keeping with the elements decided by Section 1 for bridge approach and piers

Approach Piers/Pier Caps

Design and Historic Preferences

- Looks better without the middle column (preferred 2 columns to 3 on approach piers)
- Would like to see integrated pier caps
- Would like to see elliptical piers similar to Section 1 "Egyptian-style" piers

PREFERENCES:
Follow the design vocabulary of the Section 1 piers

Tower Forms: 3 Basic Alternatives
Plain
Some Architectural Elements
Heavy Architectural Features

Design and Historic Preferences

- Stick close to the original Three Tower Cable-Stayed design that was chosen during the Bridge Type Selection Process
- Where the cables touch the tower is important; One end of the cable should inform the other end
- Continuity with Section 1 structure; use similar language – perhaps use oval towers to match the piers?
- Would like to see the motifs carried from one pier type to the other
- Lighting is okay on tops

PREFERENCES:
Some vocabulary as Section 1 simplicity and continuity are key elements

FEEDBACK FOR NEXT ROUND OF WORKSHOPS:

- Tower pieces, more refined next time

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IN/KY IHPAT WORKSHOP, ROUND ONE
SECTION 2, DOWNTOWN BRIDGE
MEETING SUMMARY

Indiana IHPAT Workshop
Downtown Bridge Design
August 1, 2007
1:00 PM - 3:30 PM

Overview of Subjects Discussed:

1. Indiana Approach
2. Tower Shapes
3. Deck/Overdeck (lighting or reflective surfaces)
4. Continuity Issues

Indiana Approach: 3 Basic Alternatives
Steel Girder – 12 ft deep (7' web actual)
Concrete Girder – 12 ft deep (7' web actual)
Steel Box Beam – 8 ft deep (7' web actual)

Original Preferences

- Box Girder seems preferable as it would keep birds away; serious nesting problem in area bridges
- Steel Girder?
 - Better in (false ceiling or floor)?
 - Would like to see six tapered legs
 - Finished appearance is important
 - Need to be sure that the beams do not go down too low into the park (12 feet must likely too deep)
 - Profile the beam style that makes the least noise on the underside as cars pass over
 - Make underside as important
 - Make beam angle better than steep

Historic Preferences

- Good look is more in keeping with the historic look of the area
- Would like to see steel architectural detail match with the historic structure in the environment
- Would like to see steel
- Would like to see continuity of elements in both approaches and the bridge itself
- Color is key issue to help match historic character (NOTE: Focused on issue for Round 2 Workshop)

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IN/KY IHPAT WORKSHOP, ROUND ONE
SECTION 2, DOWNTOWN BRIDGE
MEETING SUMMARY

PREFERENCES:
Both tower and pier tops should have some architectural features, but should be spurring and simple

Continuity Issues
Should all piers retain the same architecture?
Design vocabulary – should it be consistent or identical?

Design and Historic Preferences

- History goes in good
- Prefer an integrating look
- Consistent theme is okay, provide if it reflects the same architectural design throughout
- Carry through to Pier 5, 9 and 10
- Public art opportunities, maybe a statue?

PREFERENCES:
Carry simple architectural elements throughout all the piers, down to the approaches and into parks

FEEDBACK FOR NEXT ROUND OF WORKSHOPS:

- Reduce number of images for the second round
- Integrate these images into a PowerPoint presentation
- Like the pictures on the slide deck, as well, very collaborative and intensive; can use again

KENTUCKY IHPAT WORKSHOP
Downtown Bridge Design
August 2, 2007
1:00 PM - 3:30 PM

Overview of Subjects Discussed:

1. Bridge Approach
2. Approach Piers
3. Pier Caps
4. Tower Shapes
5. Tower Tops

Bridge Approaches: 3 Basic Alternatives
Steel Girder – 12 ft deep (7' web actual)
Concrete Girder – 12 ft deep (7' web actual)
Steel Box Beam – 8 ft deep (7' web actual)

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THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT
DOWNTOWN BRIDGE, SECTION 2
August 14, 2007, *Area Advisory Team/Public Meeting Summary*

Tower Shapes
Attendees were polled on the preferences for the following three sample tower shape possibilities:

Possible Tower Forms – Sample A
Simple, no architectural features

Possible Tower Forms – Sample B
Simple, some architectural features

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Project Office: Forum Office Park II, 303 N. Hardbourne Parkway, Suite 100, Louisville, KY 40222

IN/KY HPAT WORKSHOPS ROUND TWO SECTION 2, DOWNTOWN BRIDGE MEETING SUMMARY

JOINT INDIANA/KENTUCKY HPAT WORKSHOP
Downtown Bridge Design
December 13, 2007
10:00 AM - 12:00 PM

Overview of Subjects Discussed:

1. Historic Context
2. Riverfront Context
3. Bridge Towers
4. Anchor Piers 2 and 6
5. Piers 7, 8, 9 and 10
6. Bridge and Bridge Approach Interface
7. Bridge Deck Underside
8. Putting It All Together
9. Workshop #3 Agenda

Historic Context

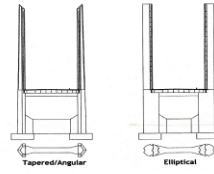
- Defining Characteristics*
- Church spire above rooftops
 - Angular characteristics in Batchertown, Phoenix Hill, Jeffersonville
 - Octagonal elements in Jeffersonville

Riverfront Context

- 2nd Street Bridge angular features
- Louisville waterfront park angular geometry

Bridge Towers

- Tapered/Angular
- Elliptical



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August 14, 2007 Area Advisory Team/Public Meeting Summary

Downtown Bridge August 14, 2007

Multiple Choice

1.) Are you a member of the AAT?

Yes	11	25%
No	33	75%

Rating Scales

Design Element	Comments	AAS	AAE	Public
Bridge Issues				
• Tower Form A		2.7	3.0	2.7
• Tower Form B		2.7	3.0	2.7
• Tower Form C		2.7	3.0	2.7
• Pier 2 and 6 Continuity		2.7	3.0	2.7
• Pier 7 to 10 Continuity		2.7	3.0	2.7
• Deck Extending Above the Deck		2.7	3.0	2.7
Bridge Indiana Approaches				
• Steel Girder		2.7	3.0	2.7
• Steel Box Beam		2.7	3.0	2.7
Standard Deviation				
• Bridge Issues		2.7	3.0	2.7
• Tower Form A		2.7	3.0	2.7
• Tower Form B		2.7	3.0	2.7
• Tower Form C		2.7	3.0	2.7
• Pier 2 and 6 Continuity		2.7	3.0	2.7
• Pier 7 to 10 Continuity		2.7	3.0	2.7
• Deck Extending Above the Deck		2.7	3.0	2.7
Bridge Indiana Approaches				
• Steel Girder		2.7	3.0	2.7
• Steel Box Beam		2.7	3.0	2.7

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IN/KY HPAT WORKSHOPS ROUND TWO SECTION 2, DOWNTOWN BRIDGE MEETING SUMMARY

Other Comments:

- I would like to see a consistent design
- Landscaping treatment should be placed around Pier 8 as part of the project, as a mitigating feature
- Baked component of bridge design may be taken out with an amendment to the R.O.D. If so, bridge approach should be narrowed allowing for more natural light underneath.
- I want honesty of design simplicity
- Get the designers of the approach with the bridge designers.
- Are you considering the removal of the pedestrian bicycle walkway - given the rise of the Big Four Bridge for that purpose?
- Keep it simple and honest
- Trust the designers

BRIDGE OPTION VOTES - SCALE OF 1 TO 10 (1 least preferred; 10 most preferred - 7 members voted)

Option 1 - Tapered/Angular Towers and Piers (all tapered/angular)

Voting Average: **3.43**

Option 2 - Elliptical Towers and Piers (all elliptical)

Voting Average: **1.71**

Option 3 - Tapered/Angular Towers and Elliptical Piers (hybrid)

Voting Average: **3.43**

RIVER FIELDS COMMENTS

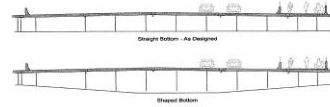
On January 4, 2008, the grassroots organization River Fields submitted in writing their comments on the December 13, 2007 joint Kentucky and Indiana Historic Preservation Advisory Team meeting regarding design aspects of Section 2 (the downtown bridge). These comments are abridged below:

- Option 1 presented relatively less bulk and mass than other options and is preferable.
- Regarding the bridge underside: more examples of actual surface treatments are needed. If possible, would like to see photos or depictions of Woodrow Wilson Bridge or new Oakland Bay Bridge.
- Regarding view from Louisville Waterfront Park path: potential future federal security restrictions under the bridge are a possibility. These restrictions could pose additional Section 4(f) and possibly Section 6(f) impacts on both Louisville Waterfront Park and Jeffersonville Greenway that were not analyzed in the Environmental Impact Statement.

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THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT DOWNTOWN BRIDGE, SECTION 2

January 8, 2008 Area Advisory Team/Public Meeting Summary



Putting It All Together

Option 1 - Tapered/Angular Towers and Piers (all tapered/angular)

Option 2 - Elliptical Towers and Piers (all elliptical)

Option 3 - Tapered/Angular Towers and Elliptical Piers (hybrid)



Option 1 - Tapered/Angular Towers and Piers 10
Option 2 - Elliptical Towers and Piers 1
Option 3 - Tapered/Angular Towers and Elliptical Approach Piers 1.5

avg of 4 COMMENTS
RECEIVED

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After the presentation, the following comments were offered by the HPAT members in attendance (in no particular order).

The tower shape proposed by the VE is decoration and looks cheap.

The VE tower shape presented is not a simple spire shape tower characteristic of the historic context of the area. The VE tower is more complex in shape and character, which does not fit the historic context.

The viewshed from the historic district is important.

Is this the beginning of a series of decisions to modify previously decided upon issues due to the estimated construction costs? What other VE modifications are forthcoming in the design? The KYTC indicated there are no other VE elements that affect historic resources requiring action from the HPATs.

Support was offered for retention of the SDC 2 recommended tower section. It was noted that other tower shapes had been viewed and discussed at prior workshops.

A motion was made to support the integrity of highest design standards for use on the Downtown Bridge; the motion carried by a margin of five yeas to no nays.

The HPAT members were urged to review the results of the VE study again and provide a written response using the Comments form provided. At the conclusion of the meeting, forms were received from seven members, all favoring the SDC 2 recommended tower section. No support was shown for the VE tower section.

Other Comments or Concerns

Mrs. Runyon requested an interpretation of Stipulation II.G. (Survey Updates of the Memorandum of Agreement (MOA)) made at the IHPAT meeting, which preceded the combined IHPAT KHPAT meeting. She was opposed to the resurvey of only the Area of Potential Effect (APE) for the Jefferson County Survey Update. She stated that the MOA did not specifically mandate only the APE. Her interpretation was that the entire Jefferson County was to be included or it was a violation of the terms of the MOA. Mr. Sekula joined with Mrs. Runyon opposing the inventory of only the APE (in Clark County, Indiana). Both individuals stated that a comment letter would be sent to CTS-GEC outlining their interpretation of the MOA. Mrs. Runyon requested a copy of the scope of work for the Jefferson County survey, which Mrs. Neary indicated would be provided to her and Mr. Sekula.

Prior to the adjournment of the meeting, Mr. Sekula requested that future HPAT meetings be held in a combined session. He stated that both advisory teams had similar issues for discussion. Mr. Hilton stated that this would be placed on the BSHCT agenda for action by the HPAT Co-chairs.

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

**Indiana Historic Preservation Advisory Team (IHPAT)/Kentucky Historic
Preservation Advisory Team (KHPAT) Meeting
June 19, 2008 – 11:00 AM at the INDOT Falls City Sub-District**

IN SHPO: John Carr

INDOT: Mary Kennedy

KYTC: Amanda Abner
Jadie Tomlinson
Andy Barber

KY SHPO: Donna Neary

Indiana
Ombudsman: Carl Percy

HLFI: Greg Sekula
Laura Renwick (also represented Jeffersonville HPC)

Butchertown: Jim Segrest

City of Ann Simms
Prospect: Sandra Leonard

River Fields: Meme Sweets Runyon

CTS-GEC: Jim Hilton
Jeff Vlach
Kathy Francis

SDC 2: JB Williams
Aaron Stover
Pat Osborne
Brian James
Skip Smallridge