

**Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – September 15, 2004
SUMMARY**

Opening Remarks: Jeff Vlach, CTS-GEC

Mr. Vlach welcomed everyone to the meeting and asked the attendees to introduce themselves and the organization they represent. A list of all the tentatively scheduled IHPAT meetings through May 2005, in addition to the October meeting that was previously scheduled, was disseminated. The dates and location are as follows:

12/8/04 – Kye's at 10:00 am EST
1/26/05 – Kye's at 10:00 am EST
3/23/05 – Kye's at 10:00 am EST
5/18/05 – Kye's at 10:00 am EST

Mr. Vlach announced that agendas and summaries from KHPAT meetings would be made available to IHPAT members. Copies from the July meeting were made available at this meeting and requests for copies of past documents should be made to in writing to the Co-chairs to the address listed at the end of this summary.

Project Updates:

Co-chair Mary Crowe, Indiana Department of Transportation (INDOT)

Status of James A. Smith Rural Historic Farmstead

Ms. Blanche Woolls, primary contact for this property, was contacted a second time on August 3, 2004 about the possible donation of this historic resource to the INDOT. Ms. Woolls indicated that she and her brother received the Project information packets that were mailed to them, but due to the illness of their sister they have not further discussed the donation. She stated that they would contact INDOT once a decision had been made.

INDOT Project Manager

Ms. Crowe announced that Mr. Ed Cox is the new INDOT new Project Manager for the Ohio River Bridges Project. Mr. Cox has worked in the Seymour District and has spent the past four years as Greenfield District Traffic Engineer. He will be starting on Monday, September 20, 2004 and Ms. Crowe hopes that he will be able to attend the October IHPAT meeting.

Michael Striker, Archaeology Principal Investigator

Status of Lime Kiln Coordination w/ Clark County Commissioners/County Hwy Engineer

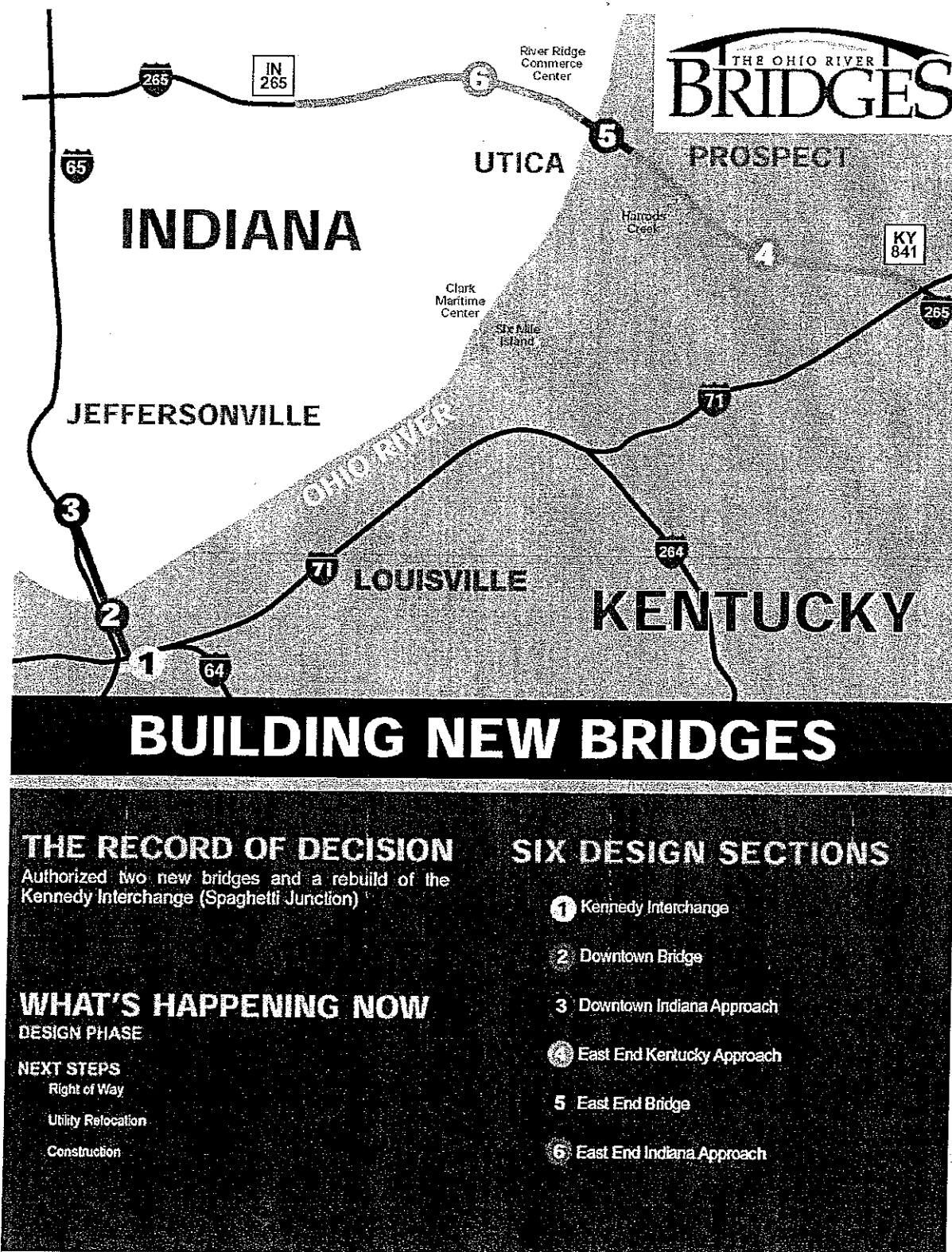
Since the last meeting, CTS made an effort to contact Mr. Hyun Lee, Clark County Engineer, to inform him of the preservation issues relating to the lime kiln adjacent to Upper River Road. A meeting with Mr. Lee is scheduled for the afternoon of September 14, 2004 and an update will be given at the next IHPAT meeting.

Status of Archaeology Coordination at Colston Park

CTS has been in contact with the City of Jeffersonville about performing archaeological remote sensing at Colston Park to determine whether or not the reported cemetery is still present. Currently, a metal detection survey is being performed to determine the amount, type, and distribution of metal debris that are present which will determine if remote sensing will be possible. At this point, work will be limited to the western end of the park, away from the softball field.

Public Involvement Process: Kay Stewart, CTS-GEC

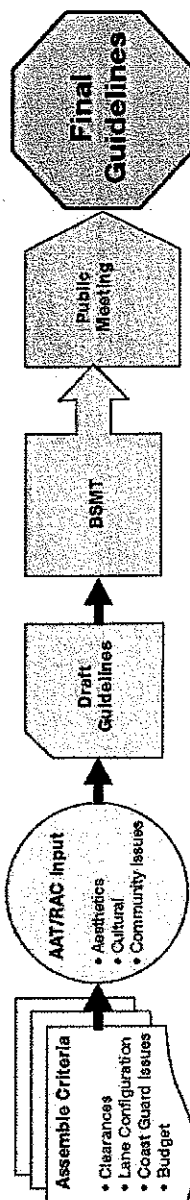
Ms. Stewart notified the IHPAT members that letters are expected to be mailed within the next few weeks to specific community groups, some of which will be HPAT members, to invite them to participate in Area Advisory Teams (AAT) or the Regional Advisory Committee (RAC). In light of this, she gave a brief overview of the Project Public Involvement Process by going over the following three diagrams.



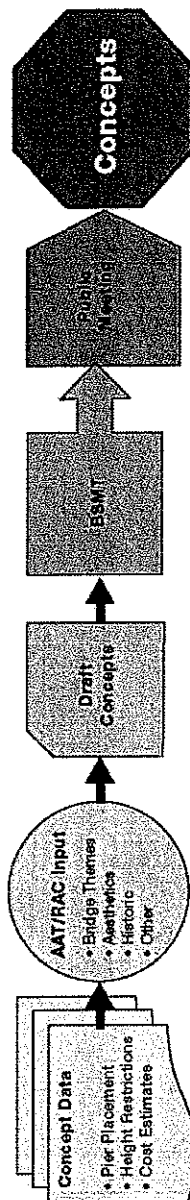


BRIDGE TYPE SELECTION

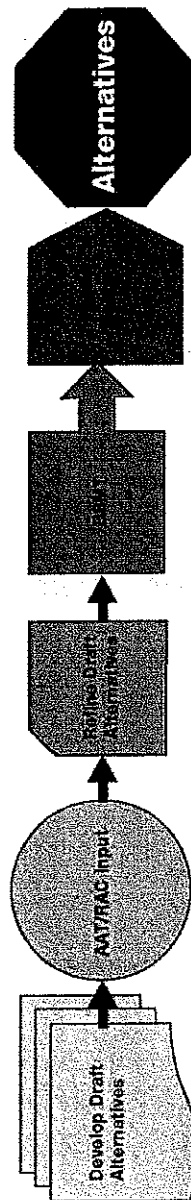
STEP 1 DEVELOP GUIDELINES



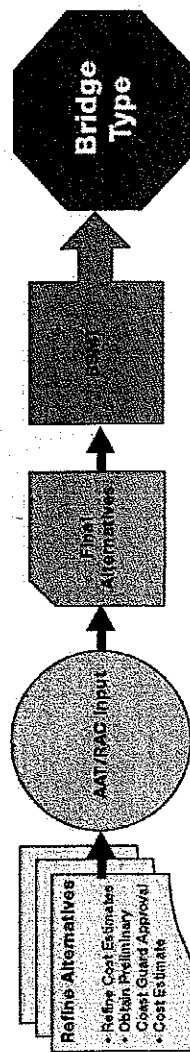
STEP 2 DEVELOP CONCEPTS



STEP 3 DEVELOP ALTERNATIVES



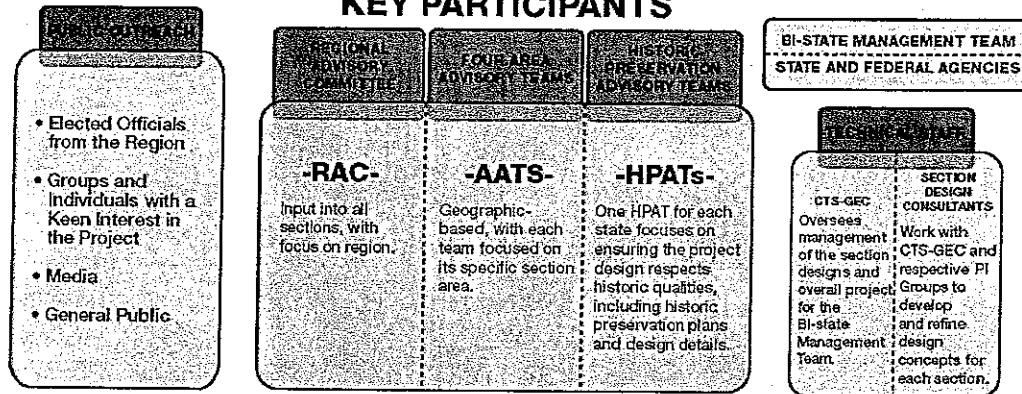
STEP 4 SELECT BRIDGE TYPE



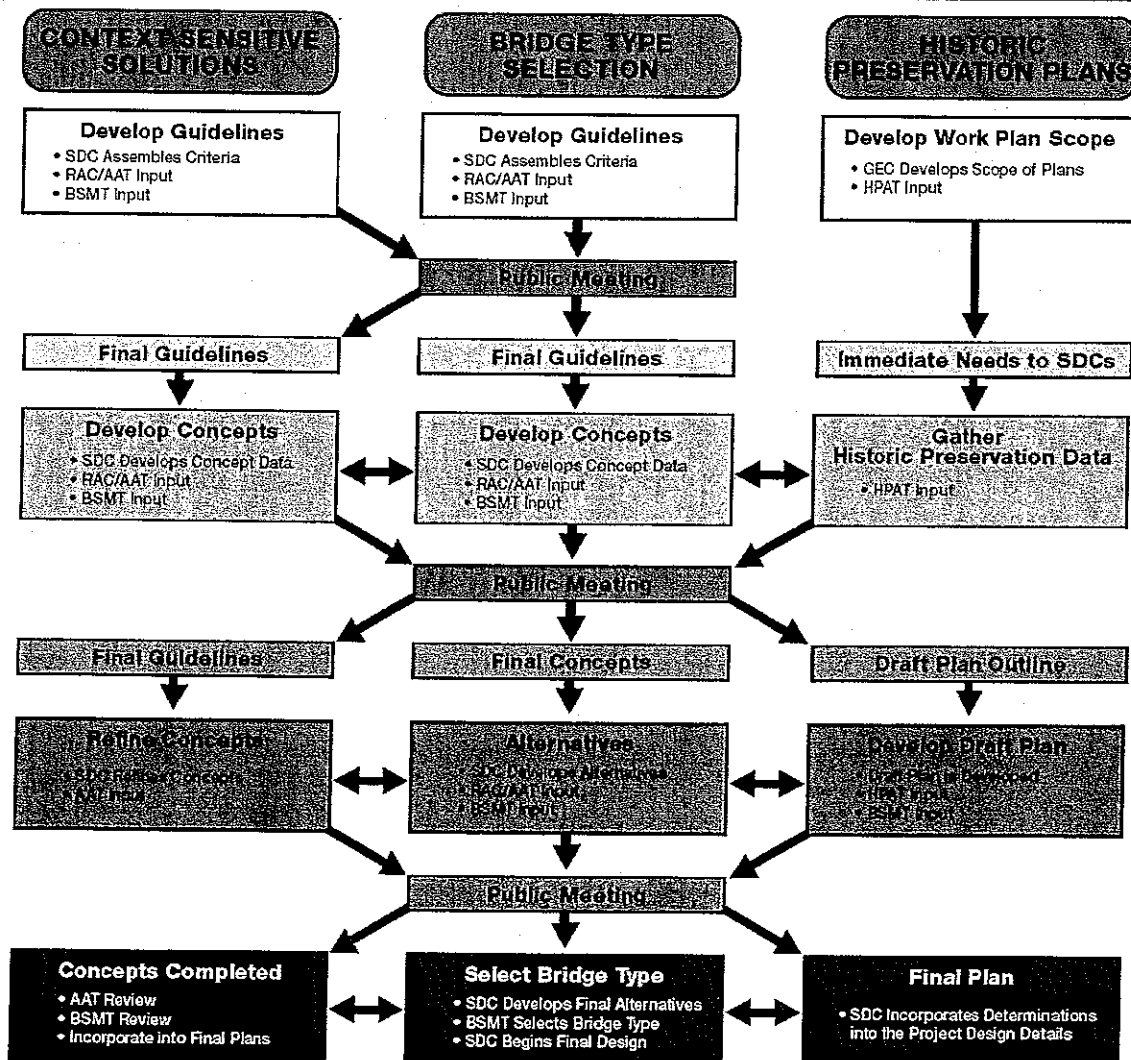
THE OHIO RIVER BRIDGES

PUBLIC INVOLVEMENT

KEY PARTICIPANTS



THE PROCESS



Preservation Conference Exhibit Presentation: Michael Matts, Director of Historic Preservation and Planning

MOA stipulation II.P.3.

In consultation with the FHWA, ACHP, KYSHPO, Indian Tribes, and the KHPAT, KYTC will develop an exhibit for display in the museum to be established at the Trolley Barn. The exhibit will showcase local history and the historic properties identified during the Project within a regional context and educate visitors about the Federal regulatory process. KYTC will make every effort to have the exhibit completed so that it can be presented during the National Trust for Historic Preservation Annual Conference to be held in Louisville in 2004. a. KYTC will ensure that the exhibit is prepared by a professional in the development of museum exhibits. b. During its preparation, KYTC will ensure that the parties shall have opportunities to review and provide comments on the proposed exhibit.

Per this stipulation, CTS has been preparing concepts for the exhibit, which will ultimately reside in the Trolley Barn (per the MOA stipulation). It was the decision of the BSHCT to present a draft display at the 2004 National Trust Conference and receive input from the conference attendees. Comments received from the conference will be used in the preparation of the permanent exhibit to be housed at the Trolley Barn. The exhibit will be displayed in the American Life Building during the conference to attract both a national and local audience. The IHPAT members were allotted time to review the display and the general consensus was that the display content was accurate and that the presentation was of a good, professional quality.

INDOT High Mast Lighting Project in Jeffersonville: Terry Summers, Traffic Operations Engineer,
Seymour District

Mr. Summers expressed that for safety and maintenance reasons there is an immediate need for new lighting on I-65 that cannot wait for the Ohio River Bridges Project to initiate its lighting plan. The following letter regarding the mitigation plan for excessive light trespass roadway lighting modernization project on I-65 was discussed and disseminated to the IHPAT members.

***Mitigation Plan for Excessive Light Trespass
Roadway Lighting Modernization Project
On I-65, In Jeffersonville, Clark County
From the Ohio River to Pennsylvania Railroad Bridge***

Des. #0300267
Contract T-27492

The purpose of the above-referenced project is to replace an aging lighting system that requires frequent maintenance to remain operational. On multiple occasions new wiring has been required between two adjacent poles to maintain system circuitry. The project also will address existing substandard safety devices and power service.

In addition to the maintenance issues, this project provides an opportunity to improve highway safety without noticeable impacts to the surrounding properties by using the latest available lighting technology. As part of the design process for the proposed lighting system a software program was used to analyze the resulting light levels in terms of footcandles (fc).

This project proposes replacement of the existing conventional pole system with a combination system consisting of replacement poles and new highmast towers. From the Ohio River Bridges to the Court Avenue interchange the existing poles will be replaced in-kind with new poles. The system will include seven (7) new highmast towers. The towers will provide the primary lighting from Court Avenue to just north of 10th Street. The southernmost tower, closest to the historic

district, is located between northbound I-65 and the northbound exit ramp to Court Avenue. The light distribution from this tower is specified and oriented such that the resulting elliptical shaped illuminance of the roadway and ground below is parallel to I-65. This was done in consideration of the potential impact of light trespass onto adjacent land uses. Conventional poles similar to the existing supplement the highmast system on the JFK Memorial Bridge, along the southbound Market Street ramp, and on 10th Street east of I-65.

Light poles on the JFK Memorial Bridge are 30' mounting height (MH) instead of the typical 40' MH. Also, the luminaires on the conventional poles utilize 250 watt lamps instead of 400 watt lamps. These measures were taken to eliminate impacts to the historic district in regard to excessive light trespass. The project has been designed to have no measurable impact on the historic district. The ambient light levels are effectively unchanged from the existing conditions.

At the time that the Ohio River Bridges project and accompanying I-65 widening project is constructed, a new lighting design will be performed using the same criteria regarding preventing impacts to the historic district. Again, INDOT will try to eliminate or minimize any additional light levels off of our facility. The locations of some of the new light poles may need to be changed during the bridge project, but standard poles and towers can be reused and placed on new foundations. This isn't the case with the existing old type of lighting fixtures.

If you have questions or need additional information, please contact:

*Michael A. Holowaty, P.E.
Manager, Specialty Projects Group
INDOT Design Division (317) 232-5337*

Other Comments or Concerns: Co-chairs Mary Crowe and John Carr

The meeting attendees were notified that Mr. Henry Sanders of the Rose Hill Neighborhood Association is moving out of state and will no longer be their IHPAT representative. During a phone call to CTS, Mr. Sanders indicated that he is working on identifying a new representative. It was also noted that Ms. Burke, Clark County Historian, will be able to attend the IHPAT meetings after October because her work schedule will change.

Ms. Crowe reported that interviews have taken place for the Indiana Ombudsman; however, an individual to assume this position has not yet been selected. It is anticipated that this will take place soon and there will be an update at the next IHPAT meeting. It was added that the INDOT is beginning efforts to acquire the Train Depot in Jeffersonville for the office of the ombudsman.

Final Comments: Jeff Vlach, CTS-GEC

As of September 20, 2004 CTS will be relocated into a new office. The new contact information is as follows:

Forum Office Park III
305 Hurstbourne Parkway, Suite 100
Louisville, KY 40222

Telephone No.: 502-394-3840
Fax No.: 502-426-9778

The next IHPAT meeting is scheduled for October 27, 2004 at 10:00 am EST at Kye's in Jeffersonville. Any comments for consideration by the Co-chairs should be made in writing by the close of business on September 30, 2004 to the address below:

Indiana Historic Preservation Comments
P.O. Box 4084
Jeffersonville, IN 47131-4084

or Indiana@hpat.net

Mr. Vlach introduced Mr. Aaron Davenport, SDC Section 3, and Mr. Scott Sondles, SDC Section 6, who were representatives of the design teams selected by INDOT. In addition, Mr. Jerry Goodwin, Section 6 Design Manager for CTS-GEC was also introduced.

**Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – September 15, 2004
TEAM ATTENDEES**

Co-Chairs: Mary Crowe – Indiana Department of Transportation and
John Carr – Indiana Department of Natural Resources, SHPO Staff

Clark County Commissioners: Carl Kramer for David Lewis

Historic Landmarks Foundation of Indiana: Greg Sekula and Laura Renwick

Jeffersonville Main Street, Inc.: Jay Ellis

Town of Utica: Jim Carter

CTS – GEC:

Jeff Vlach
Chad Costa
David Kroll
Michael Striker
Michael Matts
Kay Stewart
Kerri Cokeley