

**Louisville Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – September 22, 2005
SUMMARY**

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach noted the KHPAT minutes of July 21, 2005 and Progress Report No. 4 were under review by the Bi-State Management Team (BSMT) and will be distributed following approval.

Mr. Vlach also indicated that the KHPAT members should be receiving an invitation, if they have not already, for the river tour scheduled by SDC-2 (Downtown Bridge) and SDC-5 (East End Bridge).

Mr. Vlach reminded everyone that their comments are important and that they are accepted equally, whether verbally during the meeting or in writing to the post office box or to Kentucky@hpat.net.

Project Updates: Mr. Bart Bryant, KYTC/Co-chair, Ms. Janie-Rice Brother, KHC/Co-chair

Mr. Bryant took the opportunity to address the KHPAT for the first time as the Co-Chair representing the KYTC. He indicated he assumed the role of Co-chair from Mr. Bill Gulick after his departure from KYTC. He also noted the Transportation Cabinet still holds the Project in high priority. Mr. Bryant introduced Mr. John Sacksteder as the Project Manager for CTS-GEC.

Ms. Brother welcomed everyone to the meeting.

Country Estates/River Road Corridor Charrette Planning: Mr. Michael Matts, CTS-GEC

Mr. Matts indicated the charrette planning process for SDC-4 was going forward. He noted this was a tool and a major focus of the charrette was the Immediate Needs Report (INR), Context Sensitive Solutions (CSS) for SDC-4. He stated the INR was a component of the Historic Preservation Plan (HPP).

Mr. Matts walked the team through a schedule and noted there would be a kick-off meeting on Wednesday evening, November 2, 2005 at the Harrods Creek Fire Department. The charrette would be held Thursday-Saturday, November 3-5, 2005, at the First Baptist Church in Prospect. It was explained there would be stakeholder interviews, fieldwork and open studio times occurring simultaneously throughout the charrette. Mr. Matts also indicated stakeholder interviews could be held at any time during the day, beginning as early as 7:00 AM. Opportunities for the scheduling of interviews would extend during lunch hours and after the normal workday.

Mr. Matts raised the question if Saturday would be an inappropriate day for a final presentation. The KHPAT did not object to a final presentation occurring on Saturday.

The stakeholders for the charrette were identified in the Memorandum of Agreement (MOA). All property owners within Country Estates of River Road Historic District, including both the contributing and non-contributing properties and the 10 additional properties within the River Road Corridor were identified as stakeholders. It was also noted that if the stakeholders invited other individuals to attend, the team would welcome them during the charrette.

The KHPAT was advised that a public open house designed for a broader public audience would be scheduled for January or February 2006. Recommendations will be drafted and coordinated with the KHPAT and stakeholders prior to the scheduling of the public open house.

Ms. Leslie Barras, River Fields, stated a concern about the amount of public involvement that would occur prior to releasing a draft of the Immediate Needs Report (INR). Mr. Bryant responded by explaining the charrette would be a tool to engage the primary stakeholders and assist those preparing the HPP in developing the draft SDC-4 INR. It would be presented to a broader public, from which the comments would be included in the HPP. It was indicated the INR would not be finalized before the public open house occurs in Winter 2006.

Mr. Mohammad Nouri questioned the purpose of the INR for SDC-4. It is to be used to assist the SDC-4 designers with information needed to advance to the preliminary line and grade phase. Mr. Bryant noted that SDC-4 is not as far along as SDC-1, but would follow a similar process.

INR for Butchertown and Phoenix Hill

Mr. Jim Segrest, Butchertown, asked when the INR would be completed for Butchertown and Phoenix Hill. Mr. David Kroll, CTS-GEC noted the INR was finalized. He noted the INR was presented at the July KHPAT. It was stated at this meeting that if there were no substantive comments made after the close of the comment period, the INR would be recommended for final approval to the BSMT. (The final INR approved by the BSMT is included with this summary on a CD).

Ms. Barras was concerned that if additional properties were identified during the development of the HPP that were not addressed during the Section 106 process, if appropriate steps would be taken. Ms. Brother noted that if this were to occur, the Section 106 process would be followed.

Section 4 (KY East End Approach) Update: Mr. Jerry Leslie, H.W. Lochner

Mr. Leslie presented plans to reconstruct the intersection at US 42, which would be located parallel to the present ramp. It was noted this was a temporary facility for the maintenance of traffic for the exploratory tunnel. The tunnel would be located at the off ramp of KY 841 onto US 42. The tunnel would be used for geotechnical work. Construction of the US 42 ramp relocation is anticipated to begin in Spring 2006 and extend through one construction season.

Mr. Nouri asked if the islands that would be located between the ramps would act as a gateway into the community. Mr. Leslie responded that it has not been looked at during this very early stage of line and grade, but this location was appropriate for context sensitive design considerations.

Section 1 (Kennedy Interchange): Brian Aldridge, KTA

Mr. Aldridge noted the Preliminary Line and Grade Plans for the Kennedy Interchange Design Team were given to CTS-GEC and KYTC on July 8, 2005. The plans consisted of five volumes of information, approximately 1,200 sheets.

The reconstruction of the Kennedy Interchange is projected at approximately 13 years and would cost around 1 billion dollars.

Mr. Segrest and Mr. Nouri both commented that the presentation of the Line and Grade submittal should be presented to the group in further detail. Comments were also made that the group needed updates on the various studies involved with Section 1 and how their status related to the Preliminary Line and Grade submittal.

Final Comments: Mr. Vlach, CTS-GEC

Any comments for consideration by the Co-chairs were requested by the close of business on October 7, 2005. Mr. Vlach indicated that next scheduled KHPAT meeting would be held at the Transit Authority of River City (TARC) Administration Building (1000 West Broadway Louisville, KY) on December 8, 2005 at 10:00 AM.

(Subsequent to this meeting, and in part to comments made by the team's members for more detail on the Section 1 Line and Grade Inspection, the Co-chairs scheduled a KHPAT meeting for 10:00 AM October 25, 2005 at the TARC Administration Building)

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TEAM ATTENDEES**

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

City of Prospect: Ann Simms

Butchertown Neighborhood Assoc., Inc.: Jim Segrest

Louisville Metro Planning and Design: Mohammad Nouri

Louisville Metro Historic Preservation: Richard Jett
Joanne Weeter

Phoenix Hill Association, Inc.: Steve Kersey

River Fields, Inc.: Leslie Barras

CTS – GEC:

Jeff Vlach
Chad Costa
Christa Turner
David Kroll
Michael Matts
Kristen Jordan

SDCs: Brian Aldridge – SDC 1 (Kentucky Transportation Associates)
Jerry Leslie – SDC 4 (H. W. Lochner)