

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – December 14, 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 Ms. Wayna Roach representing KYTC as acting co-chair for the meeting. The members in the audience also identified themselves.

Project Update: Ms. Wayna Roach, KYTC and Ms. Christa Turner, CTS-GEC

Ms. Roach indicated she was in attendance representing KYTC in place of Mr. Bart Bryant. Ms. Turner noted she was representing CTS-GEC and would take all comments back to the Bi-State Historic Consultation Team (BSHCT) in lieu of Mr. Morgan since he was unable to be in attendance. Ms. Turner also noted Mr. Morgan's official retirement from the Kentucky Heritage Council (KHC) would be December 15, 2006.

Ms. Turner also discussed the Historic Preservation Advisory Team (HPAT) Charter. Ms. Turner explained the Charter was sent prior to the KHPAT meeting. The KHPAT members reviewed the Charter. Ms. Aida Copic indicated the public is not typically allowed the opportunity to comment at the end of the meetings; as stated in the Charter public comment is not allowed unless time has been allocated in the agenda. Ms. Copic stated that she would prefer the attendance list at the end of the summary also contain all members of the public present. Ms. Turner explained she would elevate the request to the BSHCT.

Ms. Turner explained the PO Box address for the KHPAT and IHPAT were no longer active. The email addresses noted in the Charter are still in use. She noted the PO boxes were used during the transition of CTS-GEC from one address to another. Written comments should be sent to CTS-GEC, 305 N. Hurstbourne Ln., Ste. 100, Louisville, KY 40222.

Aesthetic Design Guidelines – Kentucky East End: Jerry Leslie, HW Lochner; Jim Klein, Lardner-Klein; Chris Amos, Burry & Amos

Mr. Jerry Leslie introduced Mr. Jim Klein of Lardner and Klein and Ms. Chris Amos of Burry and Amos, and noted that the three of them would present the Aesthetic Design Guidelines that had been developed in draft from for the Kentucky East End.

Mr. Leslie presented information about potential façade treatments for portals and structures, indicating that textured concrete might be utilized to minimize cost and still create a natural stone appearance.

Mr. Segrest explained historic preservation is more about honesty, not one type of material pretending to be another material. He expressed a concern about having fake stone, because it would not look the same.

Mr. Kersey noted there were ways to finish the surface of the concrete to look the same as stone. He expressed that execution is very important.

Mr. Leslie explained the light poles would be approximately 35'-40'. Mr. Kersey questioned if fewer poles could be used on the East End. Mr. Klein noted, fewer poles could be used if the poles were taller, i.e., taller poles = less poles. Mr. Kersey also asked if the poles could be integrated into the terraced rock shelves, under the fly-over ramp. Mr. Leslie said that is a possibility but is not being looked at in that detail today. Mr. Kersey also noted the lighting concept should be looked at as a whole.

Ms. Copic noted the softer line of the pole and fixture should be researched.

Ms. Copic also stated the walking path should not be located near the interstate because of noise.

Below is the presentation:

BRIDGES

Historic Preservation Advisory Team Meeting

Design Section 4 EAST END KENTUCKY APPROACH

December 14, 2006

BRIDGES

Guidance from...

Aesthetic Design Guidelines

- 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

Historic Design Guidance Manual

BRIDGES

Design Goals

Aesthetic Design Guidelines

- 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 and River Road Corridor
- The design should serve to break down the scale of the roadway elements
- The design should ensure the surface water runoff meets Wellhead Protection, ROD, State and Federal requirements
- The Project should be a source of pride for the east-end communities

BRIDGES

Aesthetic Design Guidelines

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

BRIDGES

Character Areas

Section 4 - East End Kentucky Approach

BRIDGES

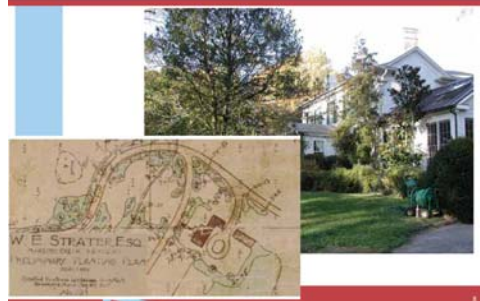
Historic Qualities of Integrity

"Understanding the qualities of integrity for historic resources that will be affected by the Project guides the creation and selection of appropriate context sensitive design strategies"

Historic Qualities of Integrity



Historic Qualities of Integrity



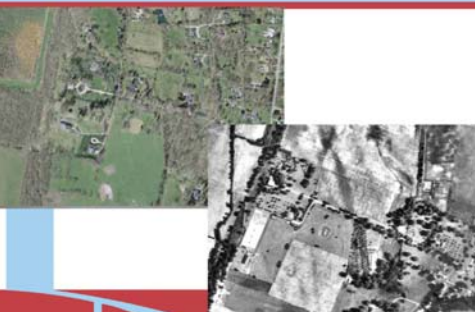
Historic Qualities of Integrity



Historic Qualities of Integrity



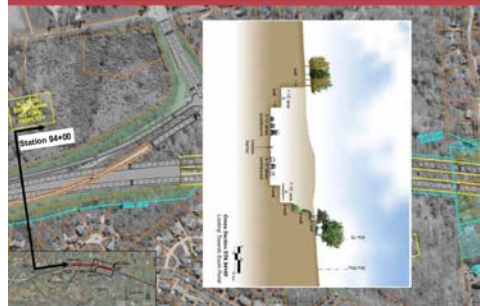
Historic Qualities of Integrity



Aesthetic Design Guidelines

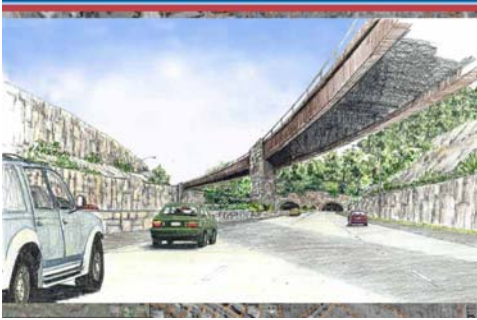


Aesthetic Design Guidelines



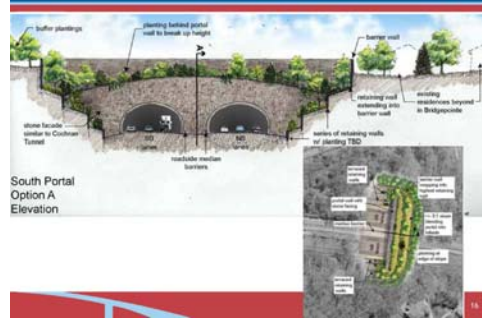
Aesthetic Design Guidelines

BRIDGES



Aesthetic Design Guidelines

BRIDGES



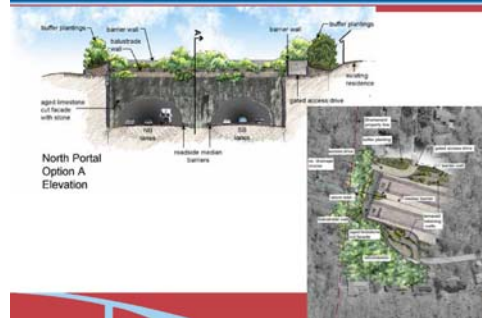
Aesthetic Design Guidelines

BRIDGES



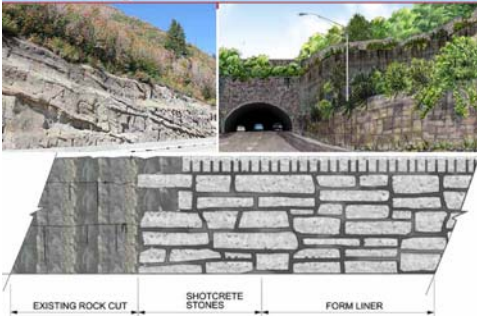
Aesthetic Design Guidelines

BRIDGES



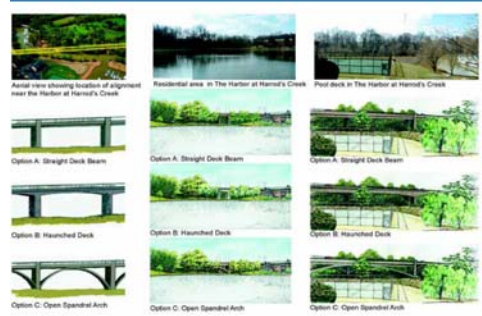
Blending Walls with Rock Cuts

BRIDGES



Aesthetic Design Guidelines

BRIDGES



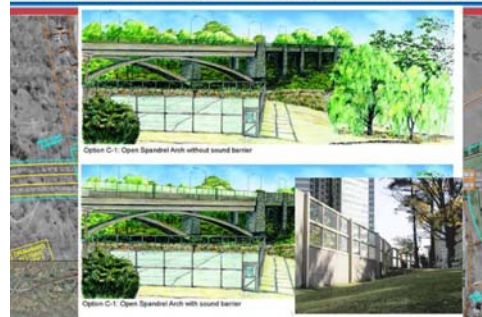
Aesthetic Design Guidelines

BRIDGES



Aesthetic Design Guidelines

BRIDGES



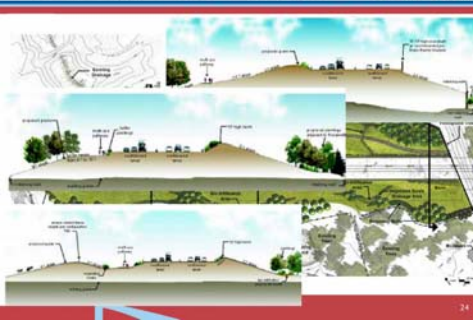
Aesthetic Design Guidelines

BRIDGES



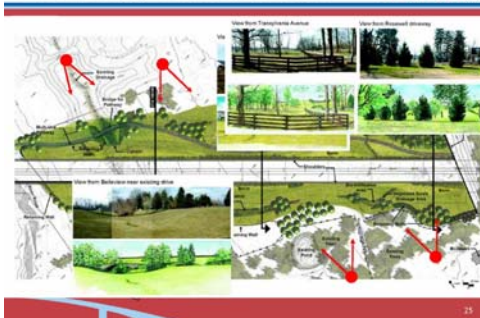
Preliminary Line and Grade

BRIDGES



Preliminary Line and Grade

BRIDGES



Preliminary Line and Grade

BRIDGES



Wellhead Protection

BRIDGES



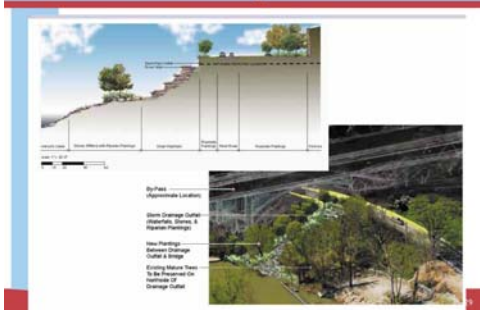
Stormwater Management

BRIDGES



Stormwater Management

BRIDGES



Roadway Appurtenances

BRIDGES



Roadway Appurtenances

Lighting Design

Configuration:



Integration:



Examples of integrated street light poles with Recycled Street Signs (RSS) at a 45 degree angle.




A. Integrated Street Light Pole from Recycled Street Signs (RSS) at a 45 degree angle.
B. Integrated Street Light Pole from Recycled Street Signs (RSS) at a 45 degree angle.

Roadway Appurtenances

Signage

Configurations:



Variable Message Signs:



Conventional Signs:



Roadway Appurtenances

Roadside Barriers

Median Barrier - Transition to Ohio River Bridge

The median barrier on the Ohio River Bridge was replaced with a new design based on preliminary design and analysis. The new design is a transition barrier between the Ohio River Bridge and the North Portal barrier (bottom right).



Roadside Barrier - Guardrails:

Use weathering steel on wood post in locations where guardrail is needed (i.e. 42' and end of approach ramp, terminal sections approach bridge abutment walls, others as needed).



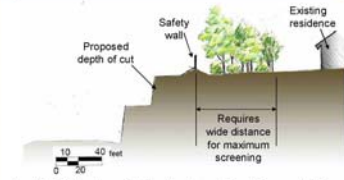

Roadway Appurtenances

Planting Design



Roadway Appurtenances

Planting Type 1: Re-forestation



- replant similar to existing "naturalized" vegetation
- large deciduous shade trees with smaller understory shrubs and vines
- requires width for layered screening effect

Roadway Appurtenances

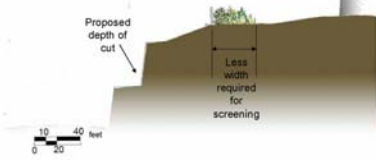
Planting Type 1: Re-forestation



Example of Planting Type 1 in moderately wide area with the addition of a safety wall.

Roadway Appurtenances

Planting Type 2: Shrub Screening



- shorter, denser shrubs screen wall but maintain open view
- native flowering shrubs mixed with small flowering trees and perennial grasses
- creates a more open character to yard

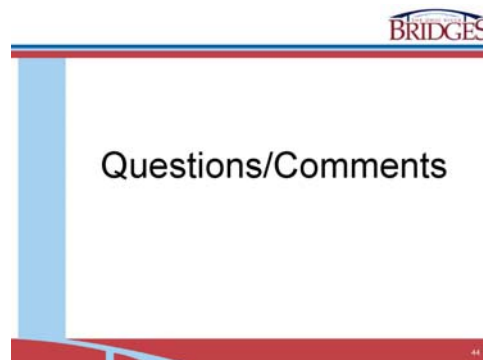
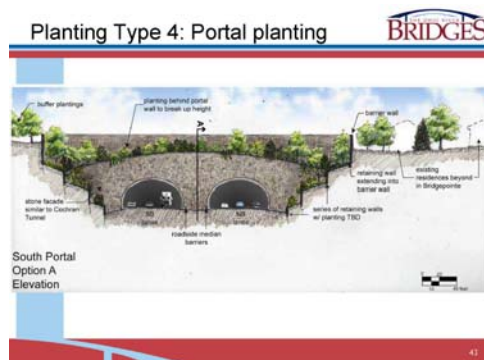
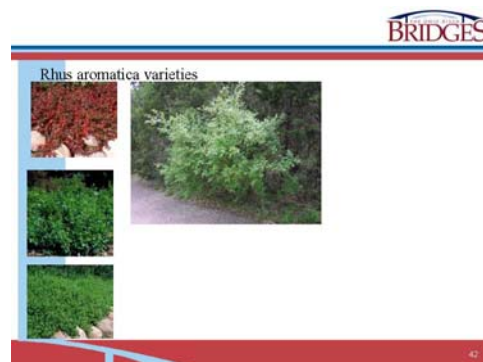
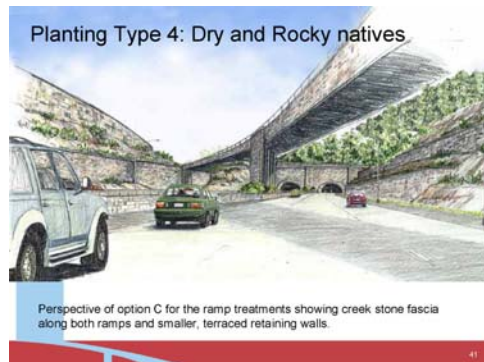
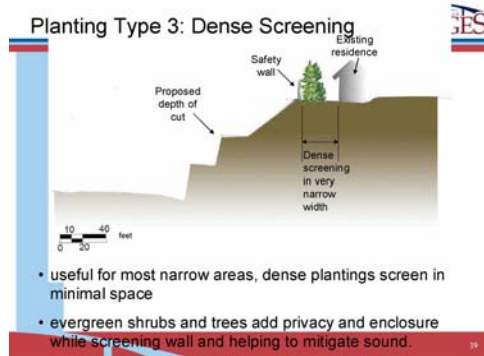
Roadway Appurtenances

Planting Type 2: Shrub Screening



Layered shrubs screen lower portions of wall while maintaining a designed feel to the space. Some plant options:

- Native Dogwood
- Native Viburnum
- Itea virginica
- Juniper
- Honeysuckle
- Hydrangea
- Mulberry
- Redbud



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

Mr. Leslie noted this update was a follow up from the previous KHPAT meeting. One comment that had been raised in the last meeting during the discussion of the preliminary line and grade (PL&G) was in regard to the staging areas. Mr. Leslie clarified that all staging areas will be guided by the stipulations and mitigation set forth in the Record of Decision.

Noise Wall Study – Kentucky Downtown: Richard Sutherland, KTA

- Liberty Green open for HUD noise mitigation
- Section 7 of SDC 1 noise analysis identified feasible wall from the ramp of Mellwood to R/R overpass (Clifton). Motion made by J. Segrest to discourage further consideration of barrier and meeting with Clifton Neighborhood. Motion did not carry.

- BT/PH need to explore other avenues to solving noise problems.
- SDC 1 to meet with Clifton Neighborhood and report results to KHPAT.

Mr. Kersey commented he felt the noise walls were worse than the noise problem. Following this comment, attending members agreed the SDC 1 Kennedy Interchange Design Team should talk with Clifton Neighborhood about the issue.

KHPAT Meeting

Design Section 1
KENNEDY INTERCHANGE

December 14, 2006

Discussion Topics

1. Discuss the results of the noise studies
2. Get your thoughts on the feasibility/ desirability of remaining noise wall

Noise Wall Status Update

1. FEIS included three locations for "further study"
 - * East side of I-65 between M. Ali and Market
 - * West side of I-64 from Mellwood to Story
 - * Along south side of proposed Witherspoon
2. SDC1 looked at the entire project boundary

Noise Wall Status Update

3. Section 1 Noise Study presented to CTS-GEC in July 2005
4. Seven locations were included for further consideration (Section 1-7)
5. Study was extended along the north side of I-64 east of Payne Street to Brauner in late Spring 2006(Section 8)
6. A section(9) along the south side of I-64 from Mellwood to just east of Quarry was later added

Section 1 – Initial Noise Wall locations



Section 8 – Section 9 Noise Walls



Noise Wall Status Update (cont'd.)



6. Met with Louisville Metro on March 9, 2006 to discuss walls and aesthetic concerns
7. BSMT subsequently has eliminated Sections 1-6 and 8-9 from consideration
8. Section 7 still under consideration pending comment from KHPAT

7

Noise Wall Status Update (cont'd.)



9. Final decision on walls won't be made until after consultation with the community
10. Wall types will be determined via same process

8

Noise Wall Eligibility Parameters



- Cost per benefited receiver of \$25k or less
- Proposed project noise volume to be 67 Leq or higher
- A minimum of 3 dBA increase
- Public acceptance

9

Noise Results



	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9
Height Range (ft.)	8 - 12	8 - 18	20	20	10 - 20	10	10 - 16	8 - 18	10 - 18
Number of Benefited Receivers	Multiple**	25	2	0	10	8	19	24	14
Leq range - without barrier	67 - 73	65 - 74	63 - 72	61 - 67	68 - 69	66 - 70	67 - 72	59 - 74	61 - 70
Leq range - with barrier	61 - 66	61 - 69	60 - 67	61 - 66	61 - 66	61 - 63	59 - 66	54 - 67	59 - 64
Insertion loss range (dBA)*	4 - 8	3 - 9	2 - 5	0 - 1	1 - 8	3 - 7	9 - 14	1 - 9	2 - 10
Average insertion loss (dBA)*	6.1	5.9	3.3	0.5	4.1	5.9	4.8	4.0	6.3
Total area (Sq. ft.)	10,821	55,468	199,334	72,045	27,600	13,532	15,043	63,410	19,567
Total Cost @ \$25/Sq. ft.	\$270,775	\$1,386,650	\$4,983,350	\$1,801,125	\$691,150	\$338,300	\$376,075	\$1,585,250	\$489,672
Cost per benefited receiver	10x	\$55,466	\$2,491,675	10x	\$69,115	\$42,288	\$19,793	\$66,052	\$34,977

* Average for all noise receptors.

**Includes Brown and Adams School and Ronald McDonald House.

10

Metro Comments on Noise Walls



- What are Hud noise criteria relative to the Liberty Green project (corner of Jefferson and Jackson)?
- Walls are visually obstructive
- Re-evaluate noise wall Section 6

11

Liberty Green- Section 2



12

Section 2 – Exiting & Future Noise Levels



Location	Today No Build	Design Year W/ Project No Barrier	Design Year W/ Project W/ Barrier	Insertion Loss
	Leq (dBA)	Leq (dBA)	Leq (dBA)	IL (dBA)
Liberty Green**		69	64	5
Northwest (Jefferson & Jackson)		61	58	3
North central (Jefferson midblock**)		58	57	1
Northeast (Jefferson & Shelby)				
Midwest (Liberty & Jackson)		65	59	6
Mid Central (Liberty midblock**)		59	56	3
Mideast (Liberty & Shelby)		56	54	1
Southwest (Jefferson & Al)		61	57	4
South central (Muhammad Ali midblock**)	56	57	54	3
Southeast (Muhammad Ali & Shelby)		54	52	1

*TNM calculations (Design Year) at buildings close to intersection (e.g., Jefferson & Jackson)

**Midblock is midway between Hancock & Clay

13

Liberty Green



- Proposed building is 47.46' from the interstate
- Hud criteria for eligibility includes noise levels up to and including 75dBA
- 65dBA or less is considered acceptable with no mitigation

14

Liberty Green

- Noise levels from 65dBA to 70dBA must be mitigated by 5dBA
- Noise levels 70-75 dBA must be mitigated by 10dBA
- Over 75dBA is considered unacceptable

15

Liberty Green

- Noise levels predicted to be 69dBA without wall and 64dBA with barrier
- Attenuation required by Hud of 5dBA
- Options include barrier; moving facility; or sound proofing the building
- Interior noise levels must also not exceed 45dBA

16

Section 2 – Existing



Aerial View

17

Section 2 – Proposed (no wall)



Aerial View

18

Section 2 – Proposed (with wall)



Aerial View

19

Section 2 – Existing



View from I-65 Northbound

20

Section 2 – Proposed (no wall)



View from I-65 Northbound

21

Section 2 – Proposed (with wall)



View from I-65 Northbound

22

Section 6 Noise Results



	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9
Height range (ft.)	8 - 12	9 - 18	20	20	10 - 20	10	10 - 16	8 - 16	10 - 16
Number of Benefited Receivers	Multiple**	25	2	0	10	8	19	24	14
Leq range - without barrier	67 - 73	65 - 74	63 - 72	61 - 67	66 - 69	66 - 70	67 - 72	59 - 74	61 - 70
Leq range - with barrier	61 - 66	61 - 69	60 - 67	61 - 66	61 - 66	61 - 63	59 - 66	54 - 67	59 - 64
Insertion loss range (dBA)	4 - 8	3 - 9	2 - 5	0 - 1	1 - 3	3 - 7	9 - 14	1 - 9	2 - 10
Average insertion loss (dBA)*	6.1	5.9	3.3	0.5	4.1	5.9	4.8	4.6	6.3
Total area (Sq. Ft.)	10,831	55,468	199,334	77,045	77,660	13,532	15,043	43,410	19,567
Total Cost @ \$25/sq. ft.	\$270,775	\$1,386,650	\$4,983,350	\$1,925,125	\$1,941,150	\$338,300	\$376,075	\$1,085,250	\$489,677
Cost per benefited receiver	n/a	\$55,460	\$2,491,675	n/a	\$194,115	\$42,288	\$19,793	\$45,208	\$34,977

* Average for all noise receptors.

** Includes Walnut and Adams School and Ronald McDonald House.

23

Section 7

Mellwood to RR



24

Section 7



25

Section 8 – Section 9 Noise Walls



26

Section 7 – Facts



Analysis Area	Section 7
Height range	10 - 16 feet
Number of benefited receivers	19
Leq range without barrier	61 - 72
Leq range with barrier	59 - 66
Insertion loss range (dBA)	1 - 9
Average insertion loss (dBA)	4.8
Total area (square feet)	15,043
Total cost @ \$25/square foot	\$376,075
Cost per benefited receiver	\$19,793

27

Discussion



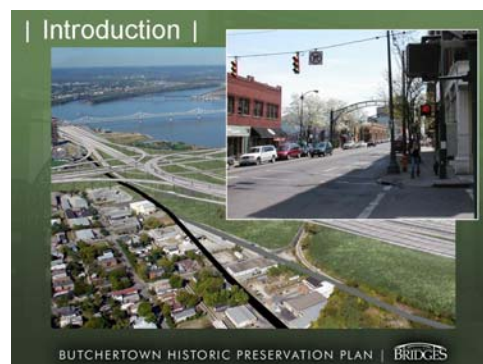
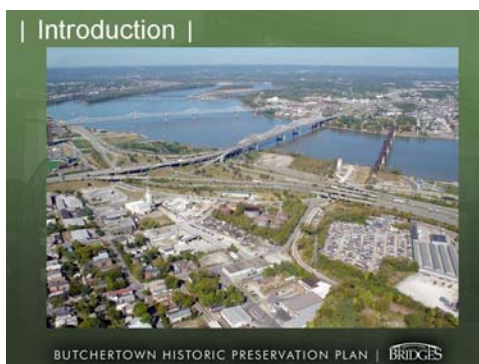
www.kynbridges.com

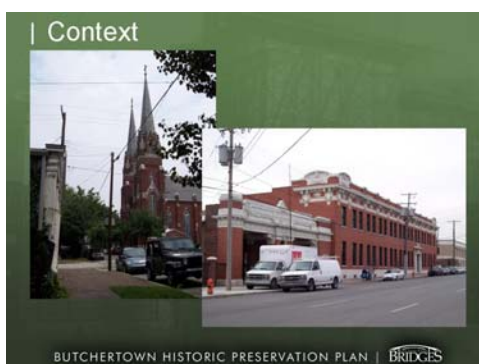
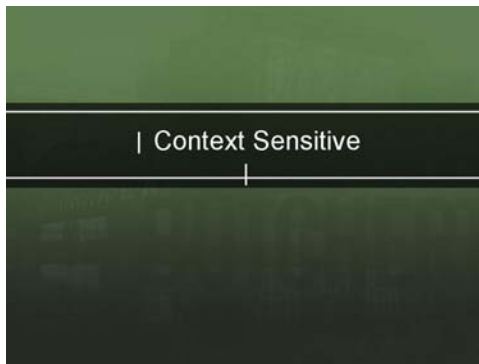
28

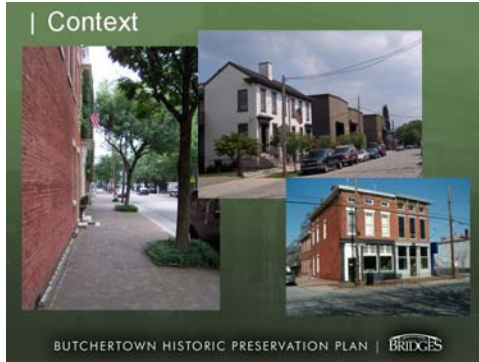
Mr. Sutherland noted that the BSMT has eliminated from consideration barriers in Sections 1-6 and 8-9. However, Section 7 of the noise analysis identified a feasible wall from the ramp of Mellwood Avenue to the railroad overpass, adjacent to the Clifton neighborhood. Mr. Sutherland indicated that the intent of this discussion was to gain a recommendation from the KHPAT on how to pursue a resolution to the Section 7 barrier and whether to meet with Clifton. A motion was made by Mr. Segrest to discourage further consideration of this barrier and meeting with Clifton neighborhood. The motion did not carry. It was noted by Mr. Segrest that Butchertown and Phoenix Hill need to explore other avenues to solving noise problems. SDC 1 will attempt to arrange a meeting with the Clifton Neighborhood Association and report the results to the KHPAT.

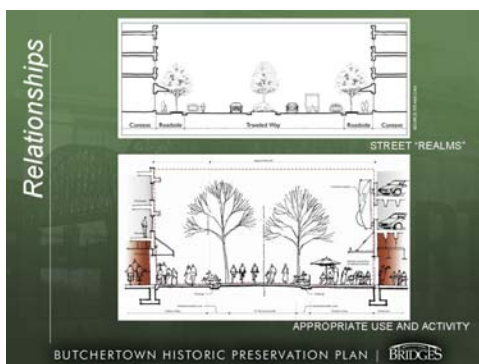
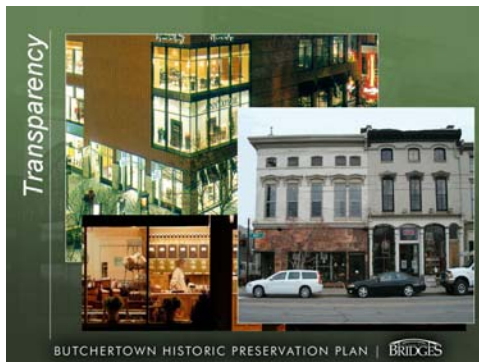
Witherspoon – Geiger Extension: Tom Gallagher, CTS-GEC

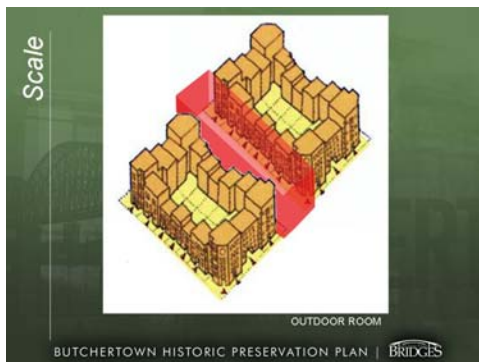
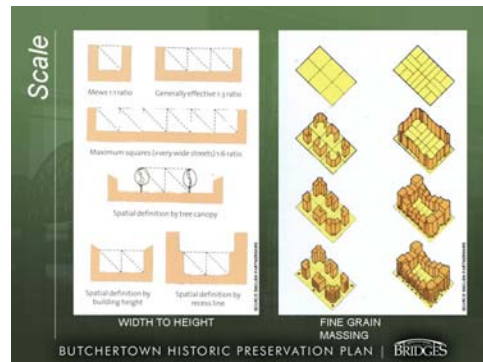
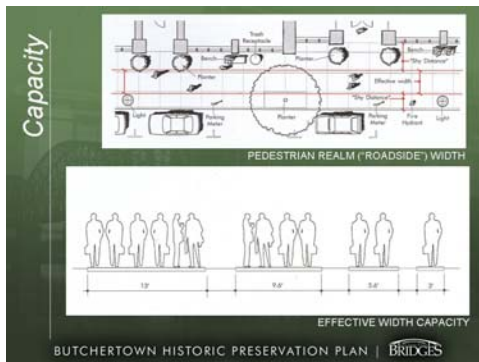
Mr. Gallagher gave the following presentation in regards to the Witherspoon/Geiger Extension.













Following the presentation, it was noted that Louisville Metro Government supported the alignment along Geiger Street to re-establish the neighborhood network. A letter was sent from

Metro on December 4, 2006 endorsing this option. Mr. Segrest indicated that Butchertown also supported the Louisville Metro position and made a motion to advance acceptance of this alignment to the BSHCT. The motion was seconded and a vote was taken. The vote was 4 – 0 with one abstention. Therefore, the motion passed to endorse the Geiger Street alignment to the BSHCT.

Mrs. Barras indicated that River Fields also supported the alignment of Geiger Street as it would provide through access as well as act as a neighborhood street. She stated that the evaluation of this connector should be undertaken as a Section 4(f) Evaluation and that River Fields would not support a “De Minimis” Section 4(f) determination. Upon recognition by Ms. Roach, Mr. John Sacksteder informed the KHPAT that FHWA has indicated that should a “De Minimis” finding not be reached; the Geiger Street alignment will not be advanced. Prior to further evaluation of this alignment, the comments of the KY SHPO should be sought.

Mr. Kersey likewise supported the Geiger Street alignment. He stated that the alignment would aid in the redevelopment of brownfield areas and reconnect the neighborhood to the waterfront.

Butchertown and Phoenix Hill HPPs: Kevin Senninger, CTS-GEC

Mr. Senninger provided a brief overview of the on-site working sessions held for the Project on November 28 – 30, 2006. Clarion Associates toured Butchertown and Phoenix Hill on November 28, 2006. Based on this tour and conversations with CTS-GEC team members, Clarion will prepare a summary of their findings that could be incorporated into both HPPs.

Regarding the **Butchertown HPP**, Mr. Senninger summarized recent changes based on the previous KHPAT work session held in November. The bulk of the revisions will center on reformatting the Recommendations chapter to make the document more user-friendly.

Specific changes included language regarding future infrastructure improvements, specifically combined sewer overflow mitigation efforts, through MSD and encouraging greater coordination with affected neighborhoods. Such an effort should alleviate or minimize negative impacts to historic features as a result of street, or other, improvement projects.

The major revision or update to the HPP will be a section of Chapter Four pertaining to the Geiger Street / Witherspoon Extension alternatives. Information explaining the rationale for the Geiger Street (preferred) alternative expanded on information already contained in the HPP, as well as additional input obtained from meetings with the Butchertown neighborhood.

Conversations regarding the Final Draft of the **Phoenix Hill HPP** centered on some minor changes in the recommendations.

It was suggested additional information on the importance of Beargrass Creek as a character area to Phoenix Hill and utilizing its linkage to the surrounding neighborhood(s) and the Ohio River should be highlighted. The Phoenix Hill Neighborhood Core boundary, as defined in this HPP, should be shown to extend to Beargrass Creek. The natural and historic contexts of this creek are significant to Phoenix Hill.

The Medical Campus Edge Recommendations as they relate to the historic district and to the Residential Core should be expanded. The prospect of a new VA Medical Center in that area should more clearly define and coordinate with the limits of the historic district. The use of Clay

Street as a dividing line between the medical campus to the west and the residential growth to the east should be expanded. Specific to historic structures, it was suggested that the relocation of Baer Fabrics could occur within the “Neighborhood Core” area. Such relocation could be beneficial to the company and the neighborhood. Consideration should be given to the unique equipment currently used for the Baer Fabrics operations.

Referencing or building on relevant urban design features or guidelines proposed for the Liberty Green development could be used as a foundation for redevelopment throughout the neighborhood. It was recommended that the findings of the Liberty Green study should be incorporated into the HPP.

Redevelopment along Beargrass Creek was also a topic of discussion. It was suggested that the HPP should address the impacts of MSD/floodplain regulations on any redevelopment opportunities.

Final Comments: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach noted any comments for consideration by the Co-chairs should be made in writing by the close of business on January 5, 2007.

Mr. Vlach also indicated the Project Team was still looking for a new place to hold the KHPAT meetings per the request of the KHPAT members from a prior KHPAT meeting.

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – December 14, 2006
TEAM ATTENDEES**

Co-chairs: Wayna Roach – Kentucky Transportation Cabinet (for Bart Bryant)

City of Prospect: Ann Simms

Butchertown Neighborhood Assoc., Inc.: Jim Segrest

Louisville Metro Planning and Design: Aida Copic

Louisville Metro Historic Preservation: Richard Jett

Phoenix Hill: Steve Kersey

River Fields, Inc.: Leslie Barras

CTS – GEC: Jeff Vlach
Christa Turner
Chad Costa
John Sacksteder
David Kroll
Tom Gallagher
Kevin Senninger
Michael Matts

SDC 1: Richard Sutherland
Glen Kelly
Dr. Al Harris

SDC 4: Jerry Leslie
Sandy Stevens
Jim Klein
Chris Amos
Debbie Taylor

Audience: Jadie Tomlinson
Norman Tasman
Michael Tigue
Rosalind Streeter
Sandra Leonard