



Louisville-Southern Indiana Ohio River Bridges Project

Meeting Summary

Section 4 Open House

April 27, 2006

Summary by: Debby Taylor, H. W. Lochner, Inc.

A Public Open House was held on April 27, 2006 at the First Baptist Church in Prospect, KY to discuss issues related to the upcoming letting of Section 4A, the widening of US 42 and the temporary ramp relocation of KY 841, part of the Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP), with the design consultant team for Section 4, H.W. Lochner, Inc.

The following were in attendance:

Jane Brown	7014 Breakwater Pl
Bill Johnston	5510 Forest Lake Dr
Joyce & Bill Barnes	P.O. Box 39367
Daniel DeMoise	6499 Marina Dr
Penelope Morton	9110 US HW 42
Debbie Friedman	7018 Breakwater Pl
Charles Parks	4405 Wolf Spring Dr
Michael & Susan Martin	4801 Bilandon Rd.
Lori Kirkland	7917 Albrecht Cir
Jim Halvatgis	6914 Bridgepointe Blvd
Carolyn Marlowe	14300 Rose Wycombe Ln
Loretta Esselman	6513 Gunpowder Ln
Bob DeWeese	6206 Glen Rd
Dan Skeeters	5605 Creekwood Ct
Jane Benn	5505 Crest
Sally Seyal	7002 New Bern Ct
Merv Brandes	5106 Wolf Pen Woods Dr
Barbara Albert	4903 Olde Creek Way
Franklin Hunt	6519 Marina Dr
Teresa Burkhart	6519 Marina Dr
Marilyn Werenskjold	6909 Wolf Pen Branch Rd
Jo Ann Overton	5201 Shadow Wood Lane
David & Carol Warner	6910 Bridgepointe Blvd
Gary Werenskjold	6909 Wolf Pen Branch Rd
Bill & Juanita Mansfield	5524 Forest Lake Dr
David Rateau	7408 Wolf Pen Woods Cr
Vicki Cozine	4714 Fox Den Ct



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John Scheibel	6215 Wolf Pen Branch Rd
R. H. Hoke	2891 Riedling Dr
Tim Wooldridge	5539 Forest Lake Dr
Adrienne Byer	6383 Marina Dr
Bob Healey	4709 Fox Den Ct
Nell H. Domeck	6417 Mayfair Ave
Betty & Skip McClain	7912 Albrecht Cir
A. Robert & Mary Doll	5001 Avish Ln
Donna Williams	HW 42 Semonin Realtors
Craig Oliver	5537 Forest Lake Dr
Scott Byerly	7202 Springdale Rd
Tom & Barbie Dudgeon	5528 Forest Lake Dr
Melanie Palmer	4616 Wolf Creek Pkwy
David Heilman	5010 Olde Creek Way
Peter & Carole McHugh	6311 Wolf Pen Branch Rd
Gwen Killion	6307 Shadow Wood Dr
Moss Clore	2319 Stone Leigh Ct
Kay Rowe	5206 Wolf Pen Woods Dr
Teresa Bohr	6704 Shirley Ave
Barbara Kelly	6009 Mint Springs Branch Rd
John M. Schmidt	5212 Shadow Wood Ln
Mike Staten	7115 Greengate Ct
David Dues	5111 Forest Grove Pl
Barbara Heffernan	4607 Deepwood Dr
Chris Bratcher	167 Moll Falls St
Butch & Cindy Felizianetti	4804 Springdale Ct
Dorene & Russell Stein	5007 Marina Cove
Mr. & Mrs. Dan Drayer	6311 Shadow Wood Dr
Jack Wood	2000 Floradora Dr
Jerry & Cindy Meyer	6501 Deep Creek Dr
Selene & Sandy Spiegel	6483 Marina Dr
Avinash Goel	5300 Wolf Pen Woods Dr
James F. Nicolaus	6502 Turnbridge Pl
Joan McCombs	7004 Beechland Beach Rd
Bernadette Dues	5111 Forest Grove Pl
Cynthia Ash	7008 New Bern Ct
Jon Cyrus	P.O. Box 430, Prospect
David Elliot	4905 Olde Creek Way
Sam Gordon	7118 Greengate Ct
Leslie Barras	River Fields
Elizabeth Mendel	6303 Shadow Wood Dr
Gayle Strauss	4913 Olde Creek Way
Bob Wynkoop	8017 Albrecht Cir



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Greg Masterson	5205 Shadow Wood Ln
Steve Rauh	6515 Upper River Rd
Rick Remmers	7702 Lazy Creek Ct
Jane Riegling	6408 River Rd
Philip L. Hyatt	6903 Bridgepointe Blvd
Michael & Leslie Rowland	5203 Wolf Pen Woods Dr
Manam Ghazi	10720 US HW 42
Norman Gaddie	6491 Marina Dr
Cheryl Hancock	5214 Wolf Pen Woods Dr
Charles E. Carter	5108 Olde Creek Way
Shirley Gordon	5121 Shadow Wood Ln
Brent Nemec	7001 New Bern Ct
Harold Friedly	7918 Albrecht Cir
Don Mackey	5000 Olde Creek Way
Paul Wentzel	7610 Wolfspring Ct
Jerry Anderson	7106 Green Spring Dr
Wayne Wells	6814 Transylvania Ave
Doris Fierros	4414 Deepwood Dr
Jim & Susan Williamson	7407 Wolf Pen Woods Ct
Ross Batchelor	6915 Bridgepointe Blvd
Pat Carrier	3507 Briarglen
Chris Phillips	444 South 5 th St
Madeleine Feldman	4703 Fox Den Ct
Dave Schardein	6707 Mayfair Ave
Wayne & Sherry Schneider	6381 Marina Dr
Joan B. Wipperman	7808 Wolf Creek Ct
Samantha Moore	5540 Forest Lake
Julie Domeck	1110 Ekin Ave
Sharon Foley	4802 Springdale Ct
Lynn Granger	7204 Wyndefair Ct
Clair Huneke	5522 Forest Lake Dr
Sandy Bissmeyer	7200 Covered Bridge Rd
Bob Raible	7502 Springdale Rd
Bob Liter	6200 Transylvania Beach
Nick Nicholson	6801 Gunpowder Ln
Odetta Tucker	5027 Wolf Pen Woods Dr
Phillip Knight	8418 Easton Commons Dr
Samantha Shaver	6401 Shadow Wood
K. Weisbach	6502 Shirley Ave
John & Sharon Shapanus	5306 Wolf Pen Woods Dr
Mary Bousamra	7911 Albrecht Cir
Lynn Caruso	7388 Wolfspring Tr
Ann Simms	City of Prospect



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Aida Copic
Lee Douglas Walker
Glen Kelly
Dan Carrier
John Carr

Louisville Metro
KY Ombudsman for LSIORBP
Section 1
Section 5
Section 5

Section 4 Project Team Members:

George Jones	FHWA
Paul Boone	INDOT
John Sacksteder	CTS/GEC
Chris Jones	CTS/GEC
Kevin Villier	CTS/GEC
Steve Nicaise	CTS/GEC
David Kroll	CTS/GEC
Milton Haskins	HDDS, Inc.
Richard Wilson	TLA
Lynne Giesecke	Lochner Design Team
Elizabeth Bullock	Lochner Design Team
Elizabeth Trawick	Lochner Design Team
Greg Gabbard	Lochner Design Team
Warren Iulg	Lochner Design Team
Mike Mayer	H.W. Lochner, Inc.
Darin Hensley	H.W. Lochner, Inc.
Doreen Wright	H.W. Lochner, Inc.
John Hieronymus	H.W. Lochner, Inc.
Scott McEwan	H.W. Lochner, Inc.
Chuck Craycraft	H.W. Lochner, Inc.
Jerry Leslie	H.W. Lochner, Inc.
Debby Taylor	H.W. Lochner, Inc.

The Open House began at approximately 3:00 p.m.

1. WELCOME AND INTRODUCTION

1.1 The attendees were asked to sign in upon arrival and were given a copy of the meeting agenda, a comment form, a handout showing the US 42/KY 841 reconfiguration, and the RiverLink newsletters.

1.2 The gymnasium was set up with various stations around the perimeter manned by Team Members. These stations included:

1.2.1 Two Registration Stations, one at the side entrance and one at the back entrance to the gymnasium

1.2.2 General Project Station

1.2.3 Three Design Stations

1.2.4 Traffic Station



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- 1.2.5 Environmental/Historic Station
- 1.2.6 Presentation Station
- 1.2.7 Refreshment Station

2. MEETING AGENDA ITEMS

2.1 The agenda overview follows:

3:00 P.M. Exhibit Review and Open Discussion

4:00 and 6:00 P.M. Formal Presentations

4:30 and 6:30 P.M. Q & A

2.2 During the formal presentations, Jerry Leslie presented a PowerPoint slide show detailing the upcoming US 42/KY 841 work in preparation for the exploratory tunnel, part of the geotechnical investigations for the mainline tunnels.

2.3 Audience members asked questions during the presentation. Comments from the 4:00 p.m. presentation follow:

- 2.3.1 An audience member asked for clarification on the location of the exploratory tunnel in relation to the surrounding area.
- 2.3.2 The access ramp location for the exploratory tunnel was reviewed upon a question concerning location.
- 2.3.3 The length of the exploratory tunnel was requested. Jerry explained the exploratory tunnel will be approximately 1800' in length.
- 2.3.4 A Bridgepointe resident questioned the location of the northbound tunnel and asked if an alignment shift away from Bridgepointe had been done. Jerry explained the tunnel location and the alignment had been shifted slightly from the FEIS alignment.
- 2.3.5 The question was raised if the exploratory tunnel would become a part of one of the mainline tunnels. Jerry explained that it would be a part of the ultimate southbound tunnel and was planned to be located in what would be the crown area for the southbound tunnel.
- 2.3.6 An audience member questioned why residents had not been notified earlier about the upcoming work this summer. He insisted that thirty days notice was not enough. Jerry explained that this proposed work had been written about in the newspaper several times and the design consultant had worked closely with the Section 4 Area Advisory Team and local officials concerning this project.
- 2.3.7 The same person continued saying that the project was going to provide less traffic capacity and cause a "bottleneck" for the time the interchange was in operation. Jerry explained that traffic simulations were set up at the Traffic Station showing the traffic operation with the proposed signal



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and traffic. The audience member was invited to visit the station after the presentation and discuss traffic operation with the Team Members there. Jerry went on to explain that this proposed configuration proves to be an improvement from a traffic operation standpoint as well as giving Bridgepointe residents more opportunity to turn left on US 42 out of their subdivision.

- 2.3.8** The proposed typical section for US 42 was questioned as far as how much US 42 would be widened. Jerry explained that US 42 would be widened enough to provide dual left turning lanes onto KY 841 and upgraded shoulders on US 42.
- 2.3.9** An audience member asked how someone traveling on US 42 would get to Indiana. Jerry explained that a driver would have to head south on KY 841 to the I-71 interchange and loop back to northbound KY 841.
- 2.3.10** Several attendees commented on existing I-71 Interchange issues concerning traffic, backups, and operation.
- 2.3.11** An audience member questioned how one would keep drivers from turning from US 42 onto the wrong ramp at KY 841. Jerry explained that adequate signing, striping, and signalization will guard against this happening.
- 2.3.12** The proposed US 42/KY 841 signal's proximity to the existing Wolf Pen Branch Road signal was questioned as the possible cause for a traffic "bottleneck." Jerry explained that the two signals would be synchronized to work together to avoid this happening.
- 2.3.13** Mrs. Marilyn Werenskjold introduced herself to the audience as the owner of the historic Allison-Barrickman House. She requested to see the blasting and vibration plans and the results of the pre-blast surveys done of her property. Jerry agreed that these would be supplied when available.
- 2.3.14** An audience member questioned the schedule again and added that the time the temporary ramps would be in operation seemed extensive.
- 2.3.15** The assessment of the archaeological impacts was questioned. Jerry explained that the work was all within existing rights-of-way and the area had been surveyed and cleared from an archaeological standpoint.
- 2.3.16** An audience member questioned what the difference in the operation of the intersection would be with the initial relocation as opposed to the ultimate configuration. Jerry explained referencing the PowerPoint slide how part of the ramp near the intersection was permanent and would tie to the flyover that would be a part of the ultimate construction.
- 2.3.17** Another person questioned how high the flyover would be and if one would see the cars underneath? Jerry explained that the proposed height of the flyover was close to what the elevations of the existing ramps are now.
- 2.3.18** Upon being asked if hazardous materials would be allowed on this section of roadway, Jerry answered that this is expected to be the HAZMAT route.
- 2.3.19** A homeowner asked how far from the blast sites were pre-blast surveys performed. Jerry responded within 500' of the blast site.



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- 2.3.20** In response to the previous distance supplied, another audience member stated that 500' is not very far in his opinion and would property owners have the option of doing their own pre-blast surveys if they were outside the 500' limit, and would they have any recourse if damage did occur? John Sacksteder explained that property owners could perform their own surveys but dates and conditions must be clearly documented and verified and coordinated with the Contractor and KYTC Resident Engineer for the project.
- 2.3.21** Driver access to US 42 coming from Indiana was specified as needing clarification. Jerry explained that drivers would have to continue on to the I-71 interchange and loop back to northbound KY 841 and exit from that direction.
- 2.3.22** Funding for the project was questioned. Jerry explained that money has been allocated in the Six Year Plan.
- 2.3.23** An attendee asked if the temporary ramps would be completely removed for the ultimate project. Jerry reiterated that a portion is part of the ultimate configuration for the proposed mainline as well.
- 2.3.24** An audience member asked if the tunnel would be completed during the current Six Year Plan. Jerry explained that is unknown at this time.
- 2.3.25** Access to the slides that were presented during the meeting was requested. Jerry explained that the graphics would be placed on the Bridges website and gave out the website address.
- 2.3.26** An audience member voiced her concerns about additional traffic and noise on Wolf Pen Branch Road and Springdale Road from the drivers that would use Springdale Road as a cut-through to get headed to Indiana or the traffic increase that was happening now due to development in the area.
- 2.3.27** Construction time required for the exploratory tunnel was questioned. Jerry answered 12 to 18 months.
- 2.3.28** The reconfiguration of Wolf Pen Branch Road in relation to the proposed mainline was questioned and explained.
- 2.3.29** An attendee asked if the tunnel would meet the stability requirements for earthquakes? Ray Blanchard assured the audience that seismic activity is taken into account in tunnel design.
- 2.3.30** A homeowner asked whom to contact should he have a blasting damage claim. It was explained that the Contractor should be contacted.
- 2.4** Audience questions and comments from the 6:00 p.m. presentation follow:
- 2.4.1** During the presentation, an audience member questioned if Wolf Pen Branch Road would go over the freeway. Jerry responded yes and explained the new configuration.
- 2.4.2** Upon questions concerning the availability to the public of the graphics being shown during the presentation, Jerry explained that some graphics were already on the Bridges website and the others from this meeting would be posted in the near future.



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- 2.4.3** Schedule clarification on the exploratory tunnel construction was requested, and Jerry responded that the exploratory tunnel construction would most likely begin in early 2007.
- 2.4.4** Leslie Barras stood and introduced herself as a representative of River Fields and spoke at length on several items related to the project. She suggested the design team develop a map that would indicate blasting locations and possibly impacted property owners along the exploratory tunnel and for the US 42 work.
- 2.4.5** Ms. Barras informed the audience that contract documents are public documents and can be requested.
- 2.4.6** Ms. Barras asked if the exploratory tunnel will provide information that could cause an appreciable difference in the cost of the tunnel vs. designing the tunnel without the exploratory tunnel data. Ray and Jerry discussed the significance of the information to be gained from the exploratory tunnel.
- 2.4.7** Ms. Barras asked if the data received could change the physical dimensions of the tunnel itself or just construction methods. Ray and Jerry explained that the tunnel cross-section is set, but the anchor information and construction techniques will be developed and refined from the exploratory tunnel information gained.
- 2.4.8** Ms. Barras asked how the temporary ramp relocation will be incorporated in the ultimate configuration for the final project. Jerry explained that approximately 500' of the ramps at the intersection with US 42 will be part of the ultimate configuration.
- 2.4.9** Ms. Barras then stated to the audience that it is River Fields' position that the east end and downtown construction are not in compliance with the ROD in that an approved Financial Plan is not yet in place.
- 2.4.10** An audience member voiced concerns with large trucks getting lost or missing the intersection completely. Jerry explained that signing and striping will be looked at closely to try to address these issues.
- 2.4.11** A Bridgepointe resident asked if the exploratory tunnel will require underground or surface blasting. Jerry explained that the exploratory tunnel will be underground blasting.
- 2.4.12** The Bridgepointe resident then asked how the exploratory tunnel would be accessed. Jerry presented and explained the access ramp for the exploratory tunnel.
- 2.4.13** Another audience member asked what document the blasting specifications are contained in. Jerry explained the specs are part of the bid proposal package.
- 2.4.14** A Bridgepointe resident asked if the public could have a copy of the blasting specifications. Jerry said that would be arranged.
- 2.4.15** The proposed dimensions of the exploratory tunnel were requested. Jerry answered 12' x 12', approximately 1800' long.



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- 2.4.16** A Bridgepointe resident questioned the ROD and MOA requirements for blasting. Jerry explained that 2" ppv/sec was typical blasting, but the specifications for the US 42 work stipulated 0.5" ppv/sec for a normal residence. The resident further asked if hours for blasting were stipulated. Jerry answered affirmatively explaining that the design team has worked with the Area Advisory Team members and local officials to develop the specifications.
- 2.4.17** The staging area for construction vehicles was questioned. Jerry pointed out the triangle area that will be used. The question of suitability due to access to this area followed. Jerry added that grading will be necessary to make the area suitable as a staging area.
- 2.4.18** Maintenance of traffic questions followed with concerns about losing access to Wolf Pen Branch Road and Springdale Road. Jerry assured the audience that traffic will be maintained on these roads throughout construction.
- 2.4.19** A Bridgepointe resident asked if the access ramp to KY 841 would ever be closed. Jerry explained that occasional 15 minute closures for blasting operations would be necessary, but the ramp access would not be closed on a permanent basis.
- 2.4.20** A resident asked if there will be safety fencing and how long the construction will take place. Jerry explained that both safety fencing and a visual barrier fence along with vegetative screening to be left in place are planned for the site and that the US 42 reconfiguration and ramp relocation is due to be completed in November, 2006.
- 2.4.21** Upon being asked if KY 841 will be permanently shut down, Jerry answered that no permanent shutdown for KY 841 is planned. Traffic will be maintained at all times in some fashion.
- 2.4.22** An audience member questioned if there will be a way for traffic that misses the I-71 interchange to make a U turn to be able to get back on the Snyder. Jerry suggested additional signing for the I-71 interchange as one possible solution for this problem.
- 2.4.23** A resident asked if owners will get access to the blasting plan prior to blasting beginning. Jerry said it would be made available as soon as allowable.
- 2.5** The following written comments were submitted during the meeting:
- 2.5.1** Lynn Caruso: "I think the meeting was well run. You tried to address attendees' concerns/questions."
- 2.5.2** Penelope Morton: "Prospect residents would like sidewalks from Bridgepointe to Overlook along HWY 42."
- 2.5.3** Jim Nicolaus: "Great Job! One question: For those traveling N. on R. 841 towards the river and they suddenly realize that they don't want to go thru the tunnel...they will exit onto R. 42. How do they get back onto the S. bound ramp? Can they make a U turn? Or will there be some other



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provisions for turning around? I'm sure you have already thought about this. Thank you."

2.5.4 Adrienne Byer: "Would like a copy of the vibration plan before blasting begins to help protect my property."

2.5.5 Wayne R. Schneider: "I would like to receive a copy of the vibration and blasting plan for the exploratory test tunnel under Drumanard Estates, and for the relocation of the on/off 841 ramp. We need the report for use in determining possible effects on Harbor at Harrod's Creek properties. We would like to have this within the month before any blasting begins."

2.6 The meeting adjourned at approximately 8:15 p.m.

2.7 Comments written on the Design Station flipcharts and the Meeting Memory follow:

**PUBLIC CONCERNS
OPEN HOUSE APRIL 27, 2006
FIRST BAPTIST CHURCH, PROSPECT KY
(From the Design Station Flipcharts)**

No right turn on red from KY 841 to US 42

Proper signage for trucks making U-turns

No U-turns from off ramp to on ramp (build)

Access to Bridgepointe from US 42 should be improved

Wolf Pen Woods – investigate further of increased noise level receptors 27A & 27B

No stone entry at Bridgepointe

Can noise barriers be put in place BEFORE construction noise?

Concern with vehicles missing I-71 Exit Ramps with Gene Snyder and U-turn at US 42
– Has this been addressed?

Signage Improvement at I-71?

Sidewalk connection between Bridgepointe and overlook condos, continuing to Kroger shopping center, enable us to walk safely on US 42 and there will be fewer cars.



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4:00 P.M. Presentation
Meeting Memory

Location of Exploratory Tunnel

Access ramp location

Length of Exploratory Tunnel
-1800'

Location of NB tunnel

Shifting away from Bridgepointe

Exploratory Tunnel be part of ultimate?
- yes

30 days notice on this project
-Newspaper
- AAT

Less capacity?

How long will interchange be in operation?

Bottleneck?

Will US 42 be widened?
- yes, *dual lefts*

How do you get to IN?
- *I-71 Loop back*

I-71 interchange issues

How do you prevent turning onto wrong ramp?
- *signing, striping*

Signal at US 42? And Wolf Pen Branch Road bottleneck?
- *Signals will be synchronized*

Mrs. W requested to see B & V Plans, pre-blast surveys.
- yes



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Time for temporary ramps seems long

Archaeology
- *addressed*

Ramp Relocation operation for initial and ultimate

Flyovers? See the cars underneath?

HAZMAT
- *yes*

How far from the blast site do you do surveys?
- *500'*

500' is not very far

Can property owners do own pre- and post-blast surveys?
- *yes*

Has the decision been made when to start cut?
- *Yes, revised profile from FEIS*

Verification on private pre-blast surveys
- *R.E. & contractor*

US 42 access from IN?
- *no*

Money allocated?
- *in 6 year plan*

Temp ramps removed?
- *can use a portion for ultimate*

Will tunnel be completed in 6 year plan?
- *unknown*

Graphics on website www.kyinbridges.com

Concern about traffic increasing on Wolf Pen Branch Road and Springdale due to IN traffic



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What to do to prevent noise? On Springdale?

Exploratory Tunnel construction time?
-12 to 18 months

Tunnel eliminates freeway over Wolf Pen Branch Road

Earthquake design specs?
-yes

Blasting claims to whom?
-contractor

6:00 P.M. PRESENTATION Meeting Memory

Does Wolf Pen Branch Road go over the Freeway?
-yes
-Oblique is on website www.kyinbridges.com

Start on Tunnel?
-ET in 2007

Series of small blasts along Exploratory Tunnel

Who is impacted?

Suggesting a comparable map for US 42 project

Contract documents are Public documents

Will the ET provide info to provide an appreciable difference in costs?
-significant info to be gained from ET

Would it change the physical dimensions of the tunnel or just construction methods?
-Tunnel section is set, but the anchor info and construction techniques developed from ET info
-Benefit to tunnel projects

How will the ramp relocation be incorporated in final project?
-About 500' of relocated ramps will be ultimate



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River Fields' position is that this construction and downtown are not in compliance with ROD

Concerns with large trucks not making the intersection getting lost, etc.
-Investigate signing

Underground blasting for the exploratory tunnel or aboveground

How do you get down to exploratory tunnel?
-Access Ramp

What are blasting specs a part of?
-proposal (bid)

Can the public have a copy?

Length and height of exploratory tunnel?
-1800' long – 12'-13' x 12'-13'

ROD & MOA requirements for blasting
-2"/sec typical blasting
-0.5"/sec normal residential

Stipulation of hours?
-worked with AAT
-local officials

Staging area?
-Triangle area

Rocky?

Will Springdale Road traffic be affected?
-traffic will be maintained

Will ramps ever be closed?
-Possible 15 minute delays for blasting

Will there be safety fences?

How long will we be living with the construction site?
-Gated construction areas



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- Preserving vegetation
- Visual barrier fencing

Will KY 841 be permanently shut down?

-no, traffic will be maintained

Will there be a way for traffic to make a U-turn if they miss I-71?

Will owners get blasting info prior to blasting beginning?



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