



Meeting Summary

Regional Advisory Committee Meeting No. 1 December 9, 2004

The initial Regional Advisory Committee meeting was held on December 9, 2004 at Kye's. Introductions of the Bi-State Management Team, Community Transportation Solutions-General Engineering staff, the Design Consultant Teams and Regional Advisory Committee members were made. An overall project update and section overviews were presented, ending with discussion.

The following individuals from the Regional Advisory Committee were in attendance:

Clest Lanier	African American Heritage Foundation
Art Williams	Metro Louisville Air Pollution Control District
Jim Keith	Clark-Floyd Counties Convention & Tourism Bureau
David Trotter	Clark County Planning, Zoning & Building Management
Jason Underwood	Greater Louisville, Inc.
Harold Tull	Kentuckiana Regional Planning and Development Agency
Bill McCreary	Kentuckians for Better Transportation
Joy Walker	Kentucky Minority Business Council
Frank Elsen	Kentucky Waterways Alliance
John Baker	Knob & Valley Audubon Society
Stewart Prather	Louisville Bicycle Club
Jim Wood	Louisville Convention and Visitors Bureau
Mohammad Nouri	Louisville Metro
Doug Hamilton	Louisville Metro Emergency Management
Saeed Assef	Louisville Metro Sewer District
Susan Hamilton	Louisville Metro Planning Commission
Charles Cash	Louisville Metro Planning & Design Services
Karen Scott	Louisville Regional Airport Authority
John Emmerich	Louisville Sailing Club
Mike Douglas	Regional Leadership Coalition
Meme Sweets Runyon	River Fields, Inc.
Leslie Barras	River Fields, Inc.
Joan Lindop	Sierra Club
Doug Stubblefield	South Central Indiana Central Labor Council
Tonya Fischer	Southern Indiana Chamber of Commerce
Jack Ragland	Southern Indiana Economic Development Council
Barry Barker	TARC

Project management present:

Community Transportation Solutions – General Engineering Consultants (CTS-GEC):
Becky Aguiar, Richard Cary-Brown, Dan Burgess, Kevin Ginnerty, Jim Hilton, Steve Hoefler,
Kristen Jordan, David Kroll, Michelle Marcum, Christa Turner, Kevin Villier

SDC1: Kentucky Transportation Associates: Glen Kelly, Project Manager and Richard Sutherland,
Deputy Project Manager

SDC2: Michael Baker, Jr., Inc.: J.B. Williams, Project Manager

SDC3: Butler, Fairman and Seufert: Aaron Davenport, Project Manager

SDC4: HW Lochner: Jerry Leslie, Project Manager and Debby Taylor, Deputy Project Manager

SDC5: Parsons Brinckerhoff: Dan Carrier, Project Manager

SDC6: Indiana Approach Partners: Scott Sondles, Project Manager

Bi-State Management Team present:

Bill Gulick – KYTC*, Bart Bryant – KYTC, Kim Moulder – KYTC, Ed Cox – INDOT**, George
Jones – FHWA***

Others:

Lee Walker – KY Ombudsman

*Kentucky Transportation Cabinet

**Indiana Department of Transportation

***Federal Highway Administration

1. Introductions/Meeting Overview

Dan Burgess, Facilitator (CTS-GEC)

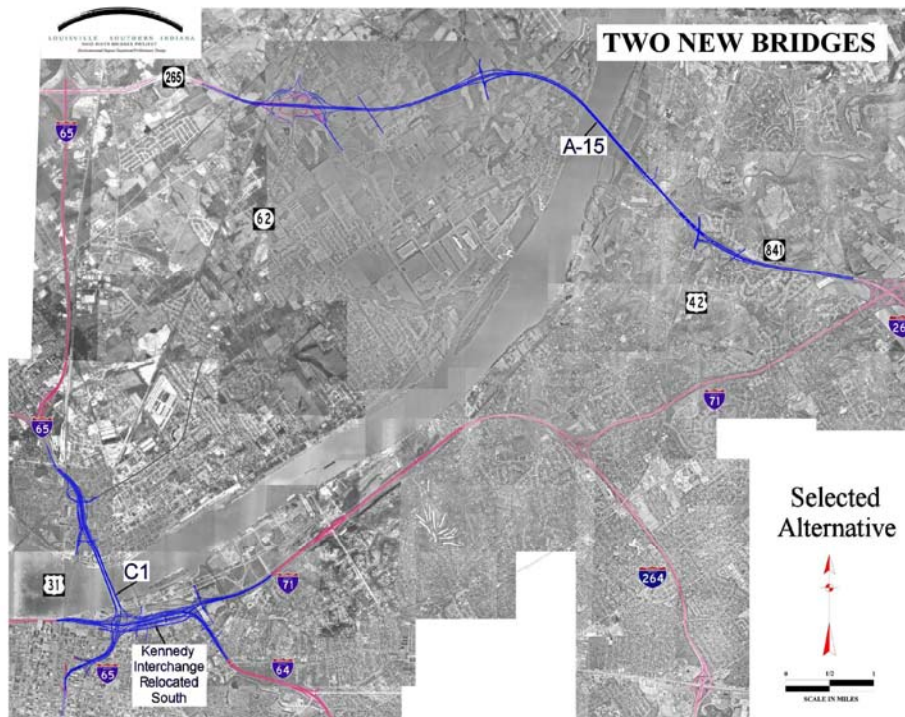
1.1 Agenda

- Introductions
- Roles
- Meeting Format
- Project Update
- Discussion
- Adjourn

2. Project Overview/Overall Project Update

Richard Cary-Brown, Project Manager (CTS-GEC)

2.1 The Selected Alternative – The Two Bridge Decision



2.2 Organizational Structure

A chart illustrating the connection between the Bi-State Management Team, the general engineering consultant firm, the project design sections and their relationship with the historic preservation, the Regional Advisory Committee and the Area Advisory Teams were explained.

2.3 Section Design Consultants

- Section 1 – Kennedy Interchange
 - **Kentucky Transportation Associates (KTA)**
- Section 2 – Downtown Bridge
 - **Michael Baker Jr. Inc.**
- Section 3 – Downtown IN Approach
 - **Butler, Fairman and Seufert, Inc.**
- Section 4 – East End KY Approach
 - **H.W. Lochner**
- Section 5 – East End Bridge
 - **Parsons Brinckerhoff Quade and Douglas**
- Section 6 – East End IN Approach
 - **Indiana Approach Partners**

2.4 Schedule

- Final Environmental Impact Statement – April 2003
- Record of Decision – September 2003
- Community Transportation Solutions – General Engineering Consultant selected – July 2003
- Section Designers Selected – November 2003 to November 2004
- Right-of-way Plans – 2006
- Construction Start – Late 2007 or 2008

2.5 Construction Priority

- Six Sections – One Project

- Start of Construction Depends on:
 - Design Complexity
 - Funding
 - ROW Acquisition Process
 - Utility Relocations

2.6 Funding Options

- Financial Plan by Fall 2006
- Financing Options
- Grant Funding (Federal, State, Discretionary)
- Issuance of Debt (Bonds, TIFIA credit, SIB, Section 129, Garvee)
- Revenue Streams
- Blended Options

3. **Public Involvement Program Overview**

3.1 Public Input Organizations

- Historic Preservation Advisory Teams (HPAT)
 - Indiana HPAT
 - Kentucky HPAT
- Area Advisory Teams (AAT)
 - Four Geographic Areas
- Regional Advisory Committee (RAC)
 - One Project-wide

3.2 The Role of Public Input Organizations

- Historic Preservation Advisory Teams (HPAT)
 - Historic Preservation Plans
 - MOA/ROD Commitments
- Area Advisory Teams (AAT)
 - Interchange Refinements
 - Context Sensitive Solutions (Aesthetic Treatments)
 - Bridge Type Selection Process
- Regional Advisory Committee (RAC)
 - Project-wide Issues
 - Bridge Type Selection Process

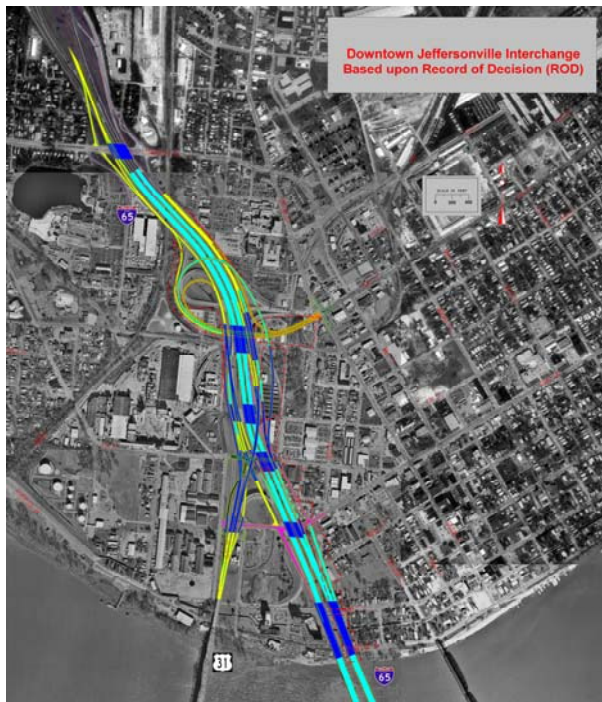
3.3 Public Input Methods

- Individuals
- Community Groups
- Area Advisory Teams
- Historic Preservation Advisory Teams
- Regional Advisory Committee
- Ombudsman
- Web site – www.kyinbridges.com
- Hot line – 1-800-513-6691
- E-mail

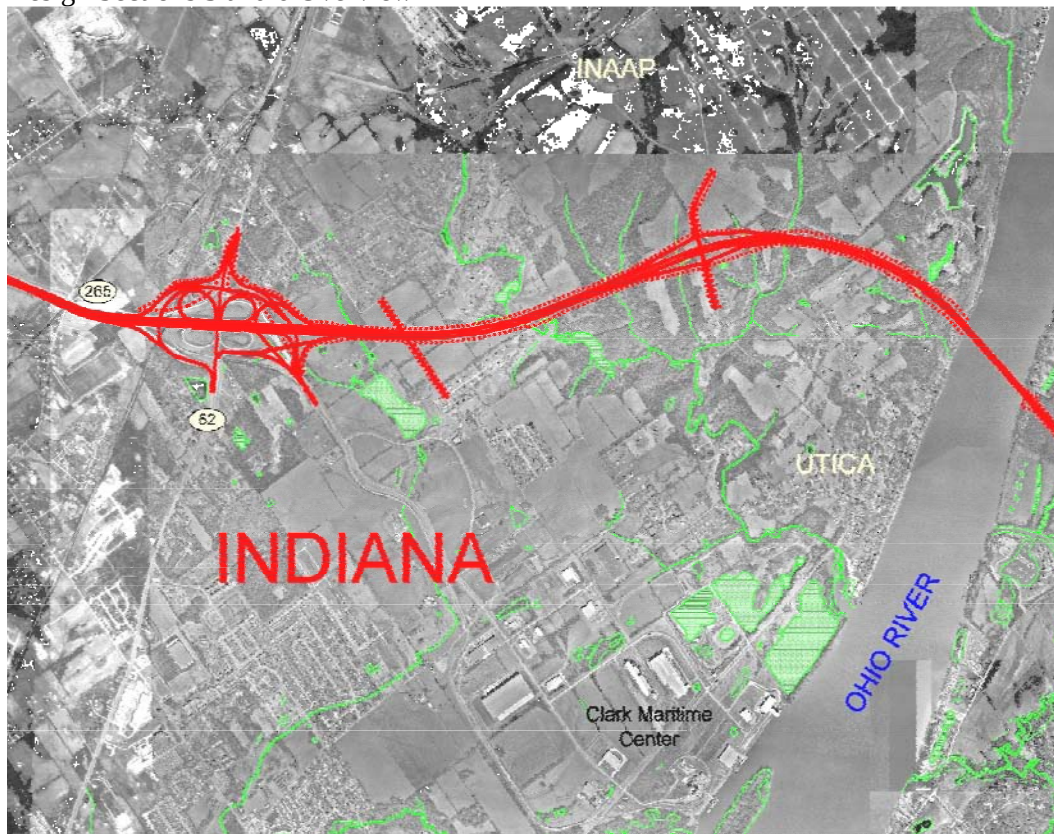
3.4 The Bridge Type Selection flowchart was discussed.

4. **Design Sections 2 and 3 Overview**

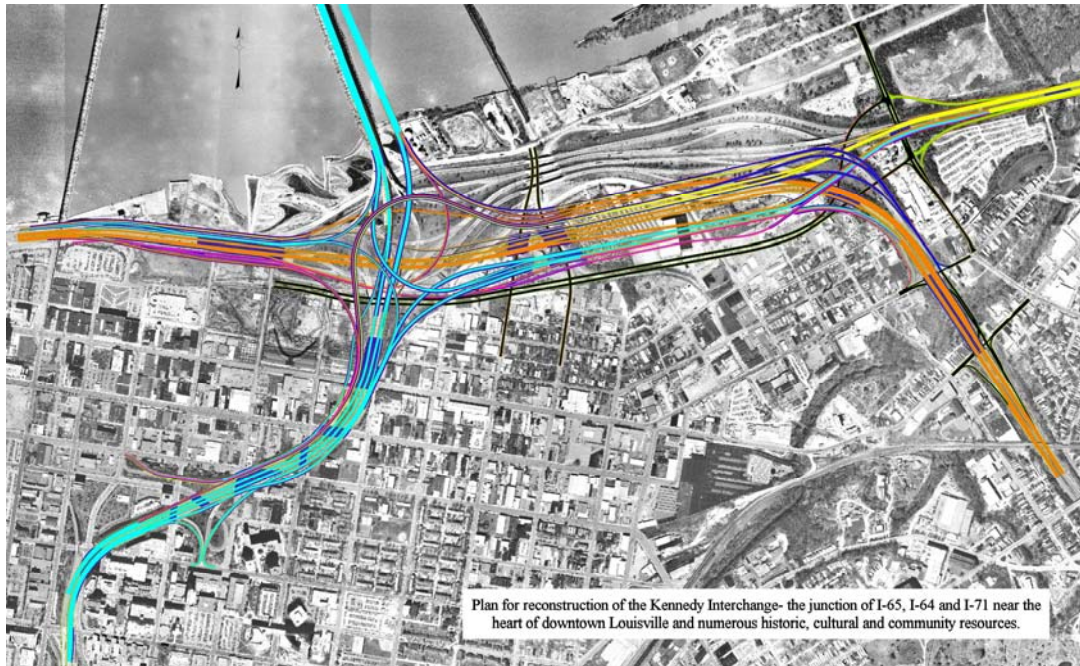
4.1 Downtown Indiana Approach



4.2 Design Sections 5 and 6 Overview



5. **Section 1 Overview**
 - 5.1 The Kennedy Interchange



5.2 Section 1 Design Team – Kentucky Transportation Associates (KTA)

25 KTA Team Members

- 15 firms are Kentucky-based; 18 KY offices
- Core team comprised of four of Kentucky’s top “home grown” design firms
- 12 firms have Louisville offices
- Many firms have national reputations in highly specialized areas of expertise
- 11 Disadvantaged Business Enterprises (DBE)

5.3 KTA Team Members

- QK4
- American Consulting Engineers
- Palmer Engineering Company, Inc.
- WMB, Inc. Consulting Engineers
- FMSM Engineers, Inc.
- URS Corporation
- Wilbur Smith Associates, Inc.
- ClasSickle, Inc. (DBE)
- Hall-Harmon Engineers, Inc. (DBE)
- Wang Engineering, Inc. (DBE)
- K.S. Ware and Associates, LLS (DBE)
- EHI Consultants (DBE)
- Elizabeth Niemann & Associates, Inc. (DBE)
- Dunaway Engineering, Inc. (DBE)
- Rosales Gottemoeller & Associates, Inc. (DBE)
- KHAFA Engineering Consultants, Inc. (DBE)
- Photo Science
- United Construction and Design Group, Inc. (DBE)
- Niche Marketing (DBE eligible)
- Brandston Partnership, Inc.
- Robert J. Bernhard, PE

- The Technology Group
- Jones and Jones Architects and Landscape Architects, Ltd.
- Donn E. Hancher
- Northrop Grumman Mission Systems

5.4 Scope Overview

- CSD (FEIS Commitments)
- Base Data and Survey
- DBE Program
- Geotechnical
- Roadway Design
- Structure Design
- Project Control and Management

5.5 FEIS Commitments

- The Section 1 Design consultant has the responsibility to implement the commitments made in the Record of Decision
- The GEC will monitor activities to ensure compliance

5.6 SDC 1 FEIS Commitments Plan

- Organize team to emphasize the importance of meeting the commitments
- Identify each commitment
- Work with affected entities to develop plan to resolve each commitment
- Implement the plan

5.7 Key Issues Identified and the elements of each study:

5.7.1 Waterfront Park Impact Reduction Study

- Minimize width of roadway over the Great Lawn
- Increase height of the roadway over the Great Lawn
- Eliminate piers currently located in the Great Lawn

5.7.2 Mellwood/Story Connector

- Determine if two-way operation of Story and Mellwood Avenues is feasible
- If feasible, investigate new full interchange

5.7.3 East Louisville – Waterfront Park Circulation Study

- Some desire full access at additional locations
- Some want only bike/ped access

5.7.4 East Louisville Bikeway Study

- Study underway to identify all components of bikeways in the area
- Missing links to be evaluated and presented in final report presented to the BSMT

6. **Section 4 Overview**

Jerry Leslie, Lochner Design Team, Project Manager

6.1 Project Staffing - Lochner Design Team Members

* Denotes DBE/SBE/SBA Team Member

- HHE: Hall Harmon Engineers*
- TRC: Third Rock Consultants, LLC*
- B&A: Burry & Amos*
- KSW: K. S. Ware & Associates, LLC*

- HDDS: HDDS, Inc.*
- ADI: Advanced Digital Imaging*
- TLI: Toni Levy, Inc.*
- V&M: Vaughn & Melton Consulting Engineers
- HMM: Hatch Mott MacDonald
- GRW: GRW, Inc.
- LK: Lardner Klein, PSC
- FMSM: Fuller, Mossbarger, Scott & May Engineers, Inc.
- JMA: John Milner & Associates
- CH2: CH2M Hill
- HWL: H.W. Lochner, Inc.

6.2 Lochner Design Team history, qualifications and previous experience was discussed.

6.3 Six Character Areas

- Upland
- Wolf Pen Branch South Portal
- Proposed Tunnel
- North Portal Harrod's Creek
- Terrace Approach Ohio River
- Ohio River Floodplain Bridge

6.4 Design Issues and an overview of area specific preservation issues landscape examples were illustrated and discussed.

- Visual screening
- Sound
- Roadside Drainage
- Overhead Transmission Line
- Construction Activities
 - Blasting/Vibration
 - Dust/Air Quality
 - Noise
 - Lighting
 - Construction Duration
 - Maintenance of Traffic During Construction
 - Construction Working Hours
- Signature entry from Kentucky
- Lighting
- Right of Way Issues

7. **Discussion**

1Q. The plan is fantastic. Is anyone working on the sub-water level? Also, are you coordinating your work with the waterfront parks?

1R. We'll continue to work with cities on both sides of the river to ensure that our work is coordinated with area parks. No we're not working on the sub-water level at this time.

2Q. Explain funding. What about bonds issued by the government? Will you work through the mechanics of the plan?

2R. The Governor (of Kentucky) recently announced that \$118 million have been dedicated to the project. There is a significant challenge, but our leaders are dedicated to completing the project. However, the schedule is dependent on funding.

3Q. Can Congresswoman Northup specifically earmark funds for this project?

3R. Yes, she can earmark funds specifically for this project. The money dedicated to this project could even be specified for design or another phase of the project.

4Q. What about HOV lanes or rapid transit lanes? Are you looking into that?

4R. Dedicated HOV lanes are not a part of the plan for redesigning Spaghetti Junction. If HOV lanes are added to other parts of the highway system that connect to Spaghetti Junction, we will include transitions to those lanes. If HOV lanes were added to the design, it would increase the height of the interchange because it would require additional ramps.

5Q. Do you have a map of bikeways for the whole region? Will we have a presentation on that topic?

5R. The section designers will be reviewing the bike paths to ensure that the highway designs work toward connecting the gaps. (From Glen Kelly, Section 1 Project Manager) It's not our charge to study bike paths in the entire area, but we are looking at connectivity for Clifton, Butchertown and the River Road area. Metro Louisville is doing a study of all bike paths in the city. We will include information about bikeways in future presentations.

6Q. Will the financial plan be based on detailed design plans?

6R. No, detailed design plans won't be available for several years. The financial plan will be based on the most recent cost estimate, which is from 2003.

7Q. During public involvement meetings, you'll hear thoughts and suggestions. We want realistic feedback about people's ideas for the project and we want meaningful cost assessments of these ideas.

7R. That's a great point. We will evaluate people's recommendations and the cost of those items. Decisions will be based on cost, public input and engineering feasibility.

8Q. With development rapidly growing in Indiana, are there right-of-way plans available to those developers to prevent development and lower project costs?

8R. We do have those available, and protective buying is already occurring in Indiana. We would welcome any help you can offer. We want to protect that corridor.

8C. You should come to the next (Clark County) planning commission meeting.

9Q. Have there been any decisions made about the Colgate plant (and how the project may impact it)?

9R. We are committed to looking at all the options and minimizing adverse impacts.

10C. The attorney for the Louisville Metro Planning Commission has a development code section that prevents development for two years until a transportation study of the specific area is complete. We'd be glad to meet with you also.

11Q. Could you share the contact information of the RAC members with us?

11R. For privacy reasons, we will not share that information. The members of our database provided their contact information with the understanding that its purpose would be to distribute project information. We do not have permission to share that information with anyone else. If other RAC members would like to share their contact information with you, that's their prerogative.

12Q. Will funding be discussed in relation to the project schedule?

12R. Yes, that will be a future meeting topic.

13Q. Will we be notified of schedule permits along the way?

13R. As major events occur, we will have AAT meetings and RAC meetings. Design sections do not have permits the same way that construction sections have them.

14C. The section design teams should meet with Doug Hamilton with Metro Safe.

14R. We are interested in meeting with Metro Safe and ensuring that our work is coordinated with emergency response teams.