

**Louisville Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – October 25, 2005
SUMMARY**

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

To further the discussions of the PL&G for Section 1 from the previous KHPAT meeting of September 22, 2005, the Co-chairs had scheduled this special KHPAT meeting. Mr. Vlach welcomed everyone to this meeting and asked those present to identify themselves and the entity they represented. A list of the individuals in attendance is attached to this summary. At the outset, various materials were distributed to the KHPAT members including the summary for the KHPAT meeting of September 22, 2005, the Final INR as approved by the BSMT on August 5, 2005 and the Power Point presentations of SDC 2 and SDC 5 from the KHPAT meeting of July 21, 2005.

Mr. Vlach indicated that invitations to the charrette scheduled for November 2 - 5, 2005 for the Kentucky East End (Section 4) had been mailed to the identified stakeholders on October 10, 2005. A reminder of the charrette along with the proposed schedule had been prepared for mailing to stakeholders on October 26, 2005.

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

Mr. Bryant welcomed everyone to the meeting and thanked KHPAT members for attending this specially scheduled meeting. He reiterated that this meeting had been scheduled to further the discussions of the PL&G for Section 1 from the previous KHPAT meeting of September 22, 2005.

Ms. Brother welcomed everyone to the meeting.

Section 1 (Kennedy Interchange): Glen Kelly, Richard Sutherland, Dan Byers and David Smith, KTA

A Power Point presentation was utilized to describe the conceptual PL&G plans for Section 1 to KHPAT members. A copy of the presentation is attached hereto and made a part of this summary. The presentation was conducted in an informal question and answer format, moderated by Messrs. Kelly, Sutherland, Byers and Smith. The presentation will not be reproduced, but the following comments from KHPAT members were noted.

- Jim Segrest noted that Shelby and Clay are the primary north/south movements.
- Mr. Segrest also noted that the width for the utility easement as shown, and thus the overhead utilities would be much closer to the historic district. This was the first time it has been shown on the south side of the interchange. It was noted by Mr. Kelly that the location of the easement was conceptual and was placed on the plans to identify a potential location.
- Leslie Barras suggested soundproofing should be investigated as mitigation because some of the noise walls proposed for Downtown are 18' high. Ms. Barras also noted the

Regional Airport Authority could be a resource for information on soundproofing technologies.

- Bart Bryant asked the team if the Mellwood/Story Interchange should be further studied. Butchertown expressed that the study should be continued further and made the motion to proceed with the 2-way study of Mellwood/Story with a single point interchange. Metro Government seconded the motion. The motion was voted on by the KHPAT and defeated; the members would appreciate some additional time to review.
- Ms. Barras questioned if a re-evaluation of the impacts to historic properties would occur as a result of the conceptual design. It was indicated that a re-evaluation would only occur if there were a change in the effect finding.
- Ms. Barras asked for an identification of potential business impacts for that portion of Mellwood between Frankfort Avenue and Brownsboro Road. Mr. Sutherland responded that it would be significant.
- Ms. Barras stated River Fields would like to have additional time to review the Mellwood/Story information that was presented. She would also like to know the cost effectiveness of the design alternative.
- Mr. Segrest noted there are no contributing buildings on the east side of I-64 on the north side of Mellwood.
- Ms. Barras asked if someone from SDC 1 could speak with the Clifton neighborhood prior to the December 8, 2005 KHPAT meeting. *(Subsequent to the KHPAT, this meeting occurred on November 14, 2005 with the neighborhood)*
- Ms. Barras asked if soundproofing or noise walls would need to be completed at the same time as the advance work being done. Bart Bryant responded, "It would be nice to complete all construction at one time."
- Joanne Weeter questioned a comment about the National Register Boundary of Butchertown. Dan Byers noted that the boundary is being checked for accuracy.
- Jim Segrest asked if a piece of property was taken would the entire property be a take. Bart Bryant indicated that it depends what the functionality of the property would be after the take. It is possible to take a portion of the property without acquiring the entire property. Mr. Segrest said it was his understanding that two concrete plants would be acquired with the Project.
- Mr. Segrest noted the Barnwasser building was included within the historic district during the FEIS process.
- Ms. Barras asked for the minimum vertical clearance for the stacking of the ramps. Mr. Byers replied that it would 16.5' from roadway to the bottom of the beam. The thickness of the structure is additional.

- Mr. Segrest stated that the neighborhood is not trying to get the land protected above the 500-year floodplain; they are only concerned with protecting the land within the 100-year floodplain.
- Ms. Barras asked if additional impacts would occur at the tie-down to the existing interstate. Mr. Byers said that their preliminary understanding is there are no additional impacts to the historic districts because the road will not be moved closer to the historic districts. Most of the work would be done within the median and within the existing right-of-way.
- Mohammad Nouri asked for the transition length of the ramps. Mr. Byers said it was approximately 2,500'. Mr. Nouri also asked if the transition lanes could be dropped onto Mellwood Ave. This would cause transition before the ramp instead of after the ramp. Mr. Byers said that had been studied, but, to stay within design guidelines, it would not be possible.
- Ms. Barras indicated that there was no understanding of the tie-downs on I-64 during the FEIS and the Downtown AAT should be made aware of the issue.
- Mr. Segrest noted that noise walls should be more aesthetically pleasing; he does not want people to drive through Louisville and feel like they are in a noise wall tunnel.
- David Smith noted the bikeway study is underway. He noted that KTA had looked at the plans that Metro, KIPDA, and the Transportation Cabinet all have.
- Ms. Barras said that there appeared to be additional R/W required that was not included in the FEIS/ROD. Mr. Byers noted there is some additional ROW that was not shown in the ROD because a more detailed evaluation of property lines had not occurred.

Final Comments: Mr. Vlach, CTS-GEC

Any comments for consideration by the Co-chairs were requested by the close of business on November 9, 2005. Mr. Vlach indicated that the 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.

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – October 25, 2005
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: Joanne Weeter

River Fields, Inc.: Leslie Barras

CTS – GEC: Jeff Vlach
Christa Turner
David Kroll
Tom Gallagher
Kristen Jordan

SDC 1: Glen Kelly
Richard Sutherland
Dan Byers
David Smith
Brian Aldridge

KHPAT Meeting

Design Section 1

KENNEDY INTERCHANGE

October 25, 2005

Section 1

Purpose of the KHPAT

1. The purpose of the KHPAT is to ensure the project is designed in a manner that ensures the historic qualities, landscapes, historic buildings and features within the alternative-specific area of potential effect (APE).
2. The advisory team will assist the Bi-State Historic Consultation and Bi-State Management Teams in developing project design details to implement the measures stipulated in the MOA.

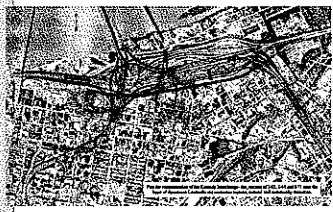
KHPAT Interaction with SDC's

1. Prior to the preliminary plan field check inspections (about 30%).
2. After preliminary plans are revised, to report on how comments were addressed (about 30%).
3. Prior to the design approval for plans, for commencement of right-of-way acquisition (about 60%).
4. Prior to the final plan inspections (about 90%).
5. After final plans are completed, to report on how comments were addressed.

Discussion Items

1. Design Progress
 - D15-FEIS
 - Interchange Design Guidance
 - o Immediate Needs Report
 - o Urban Design Guidelines
 - Preliminary Ute & Grade Submittal (PL&G)
2. Studies
 - Waterfront Park Impact Reduction Study
 - Melwood/Story Avenue Connector Study
 - East Downtown Access Study
 - Bikeway Study
3. Advance Construction Opportunities

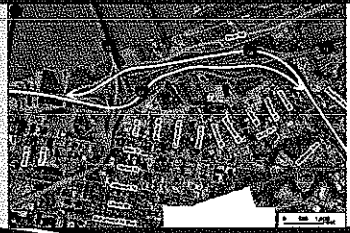
Kennedy Interchange



FEIS Goals

- I-64 is to become a "through" facility.
- Eliminate left-side exits where possible.
- Eliminate weaving sections where possible.

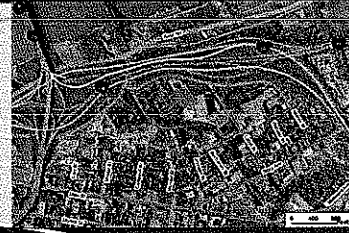
Existing I-64

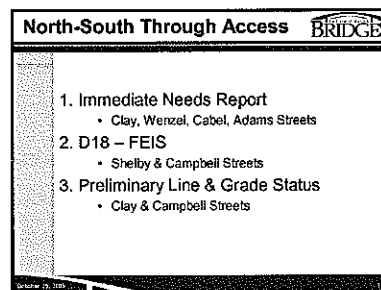
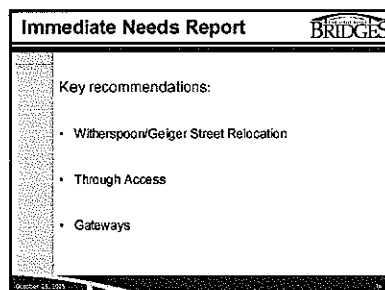
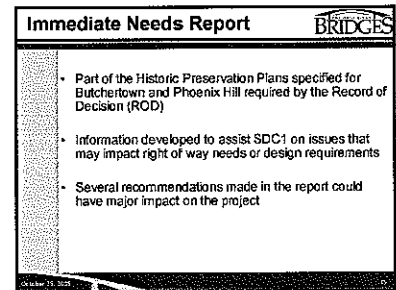
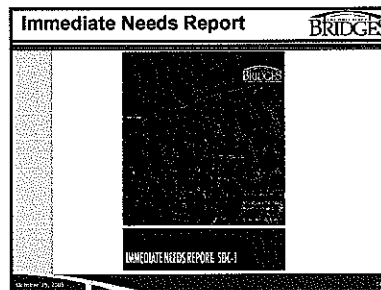
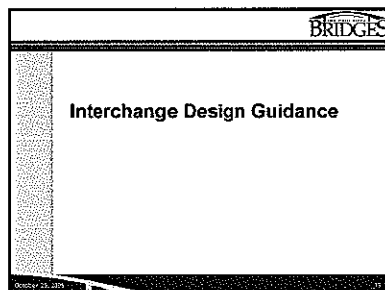
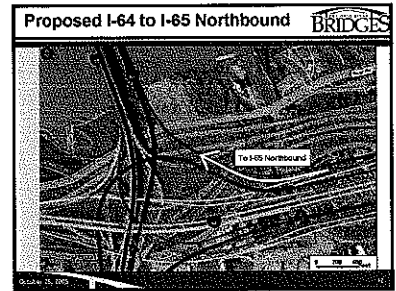
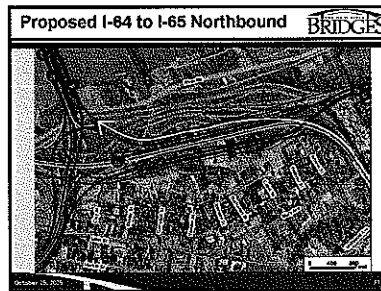
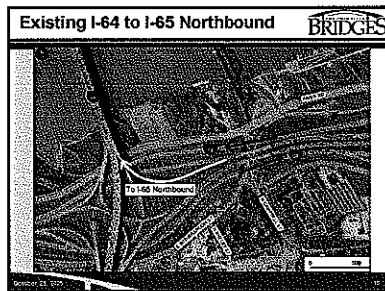


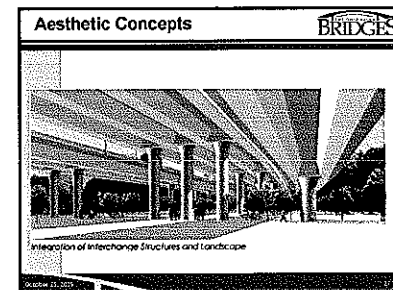
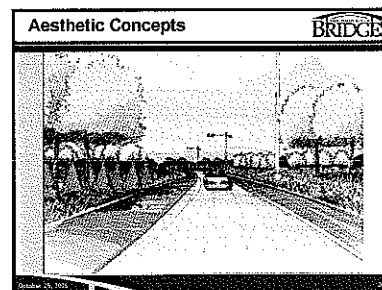
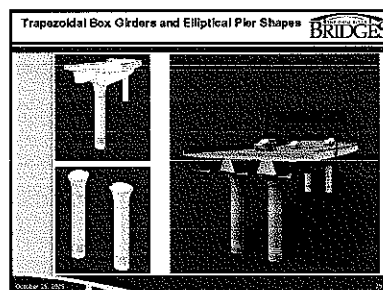
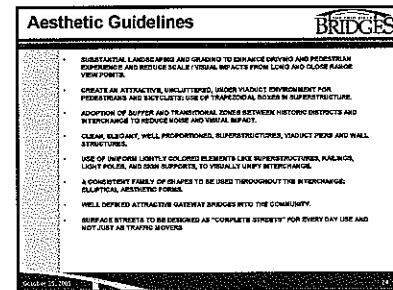
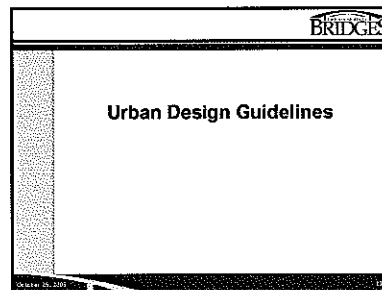
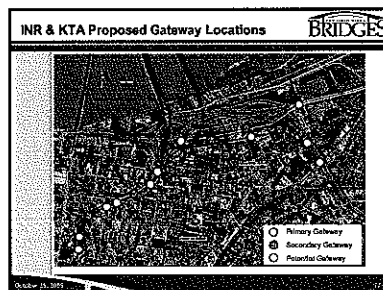
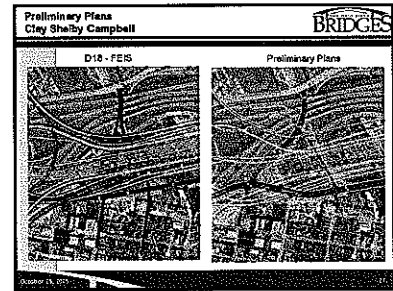
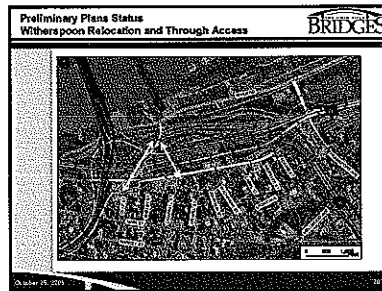
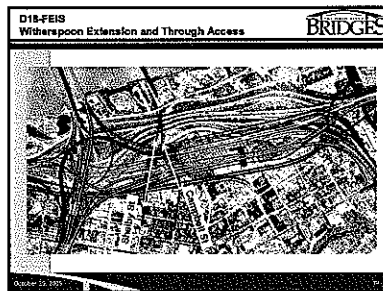
Proposed I-64

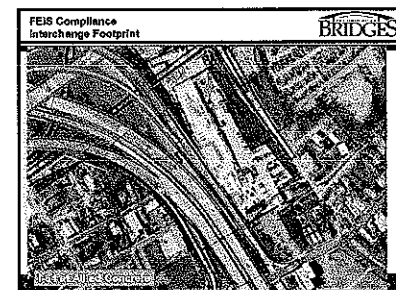
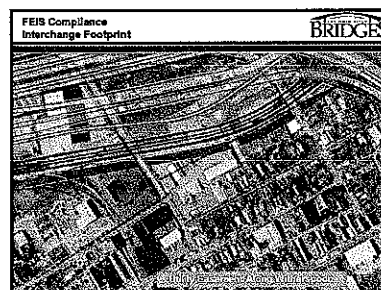
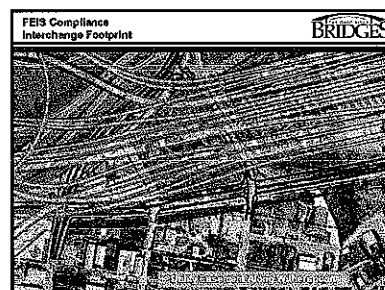
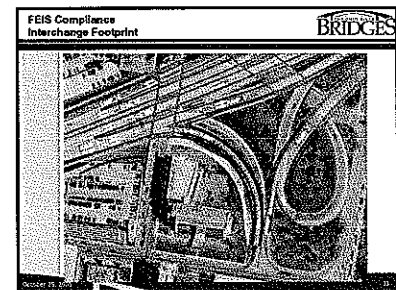
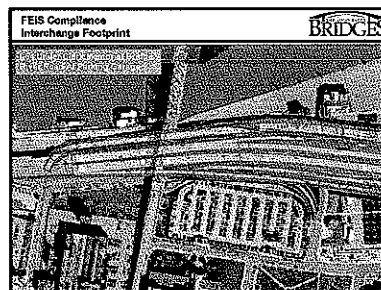
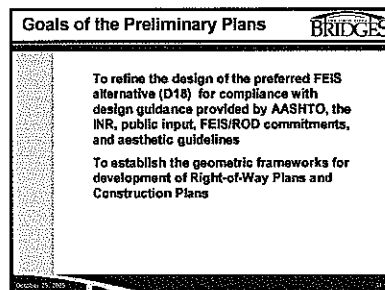
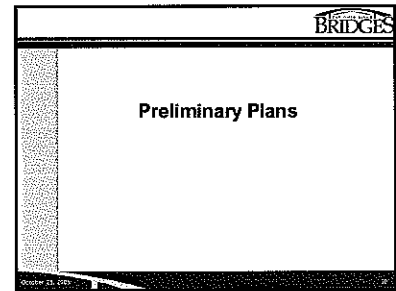
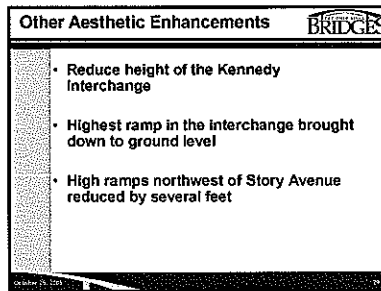
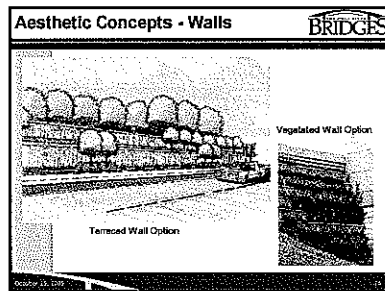


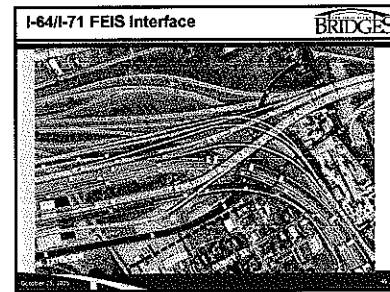
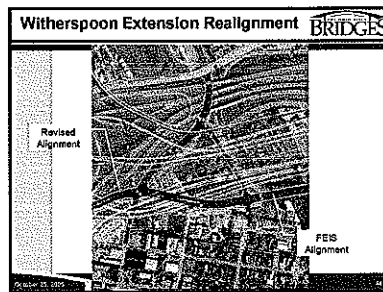
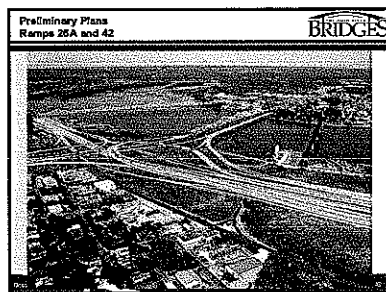
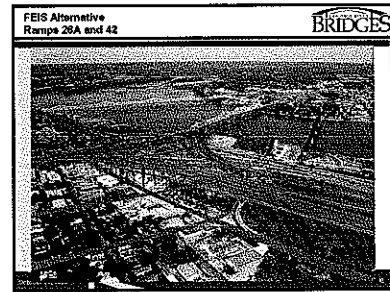
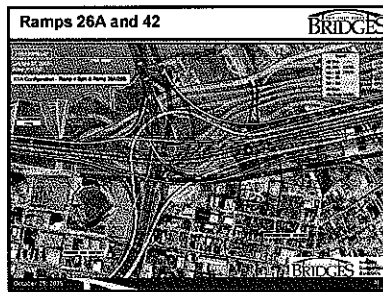
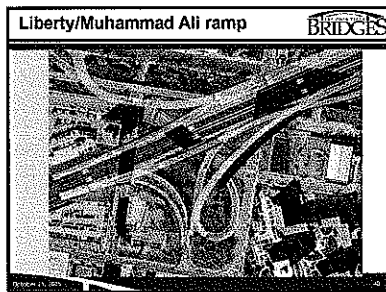
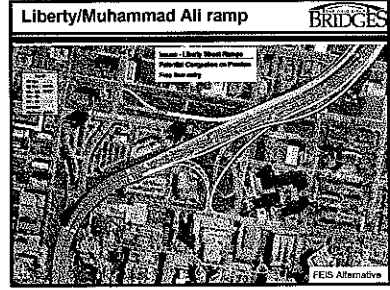
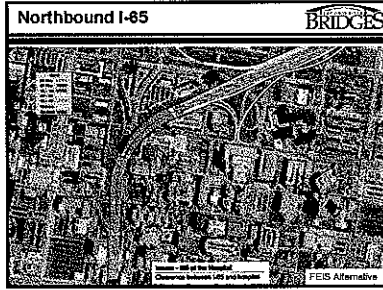
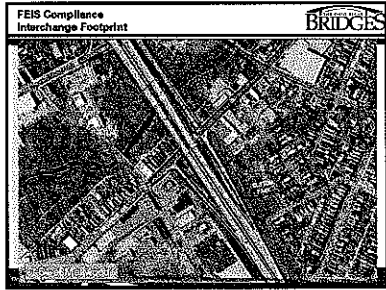
Existing I-64 to I-65 Northbound

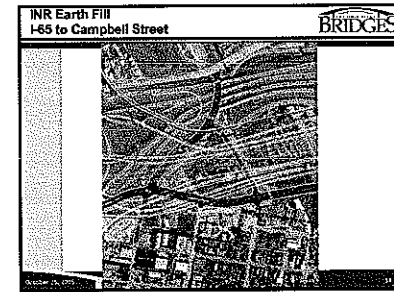
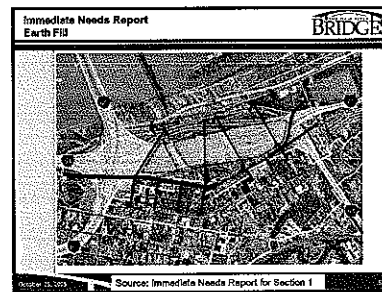
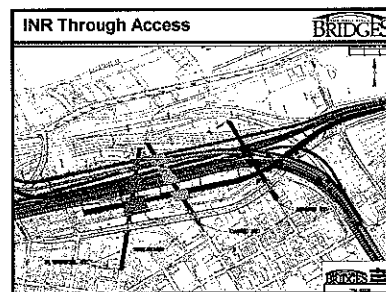
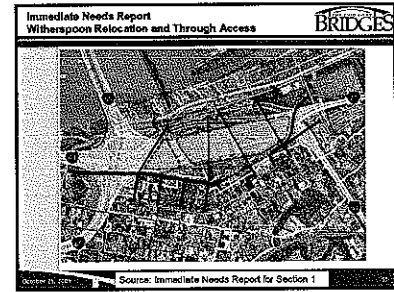
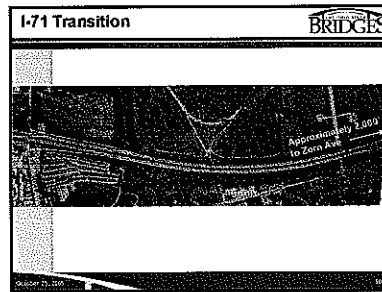
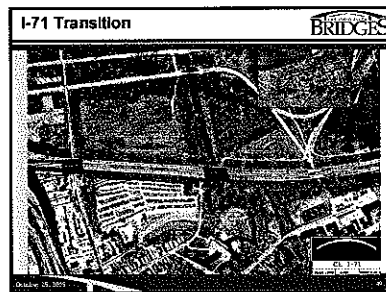
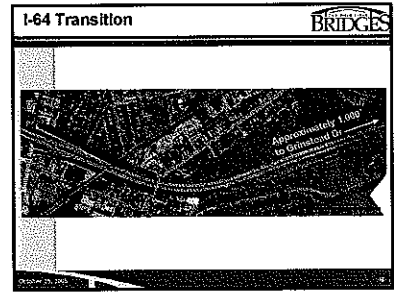
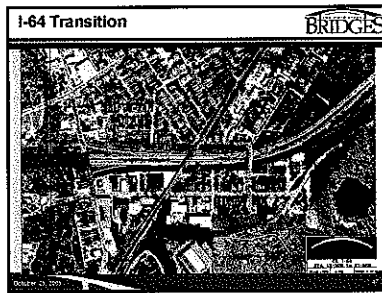
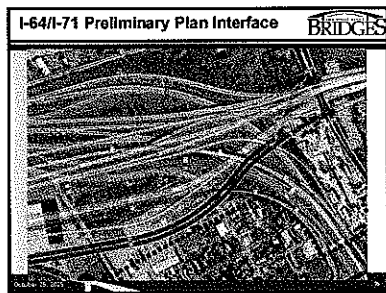












Potential Noise Walls

- Study completed on "eligible" locations and submitted to BSMT; five locations are under consideration
- Affected communities, Louisville Metro, KHPAT, AAT, and RAC will be asked to comment on wall desirability
- BSMT will make final decision on which walls and what types will be constructed

Potential Noise Walls

Studies

Waterfront Park Impact Reduction Study

FEIS Proposed Widening

Waterfront Park Impact Reduction Study

Key study elements:

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

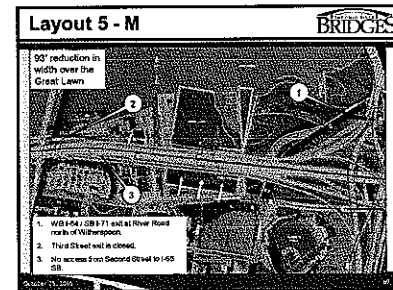
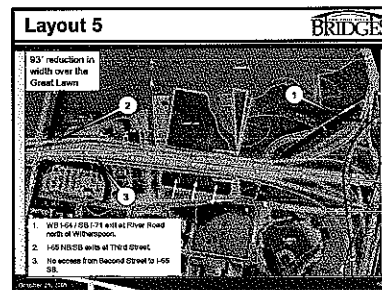
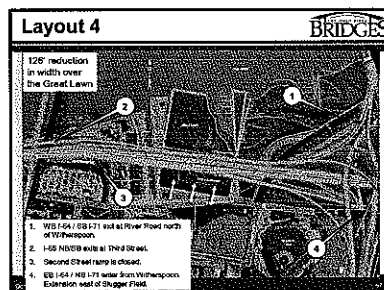
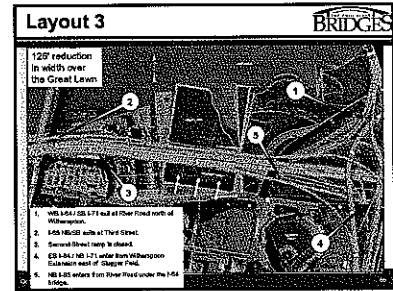
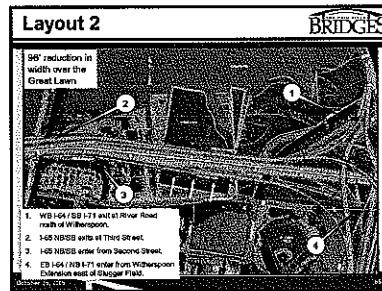
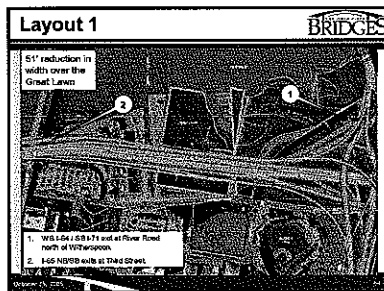
Waterfront Park Impact Reduction Study

Study status:

- Preliminary information has been presented to BSMT
- A determination has been made to present this information to the public to assist in the decision making process
- Study includes alternatives that would modify access in downtown

FEIS Alternative

FEIS Alternative

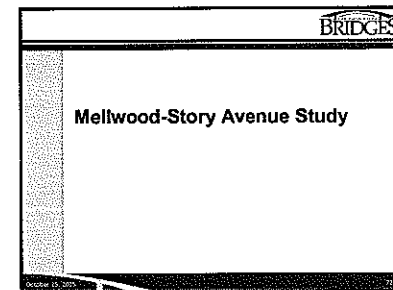


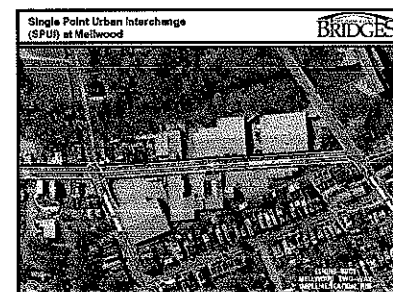
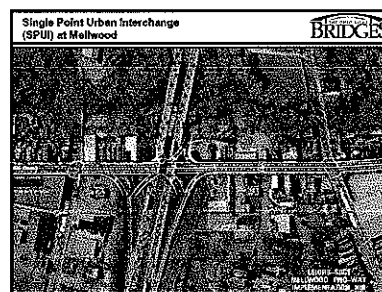
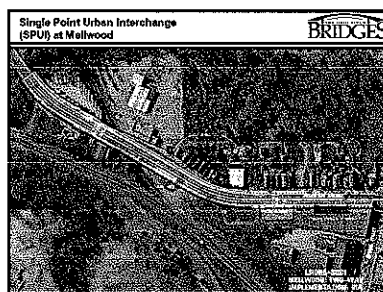
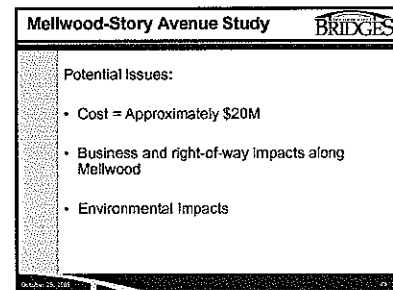
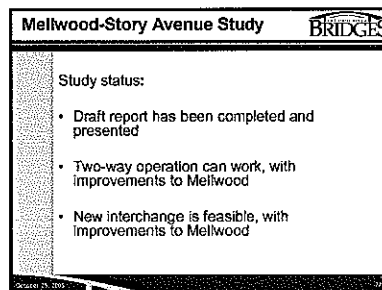
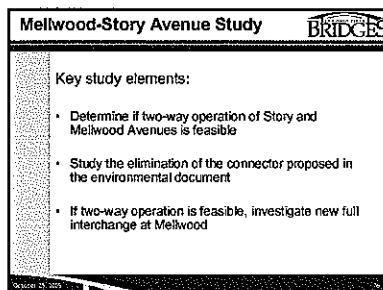
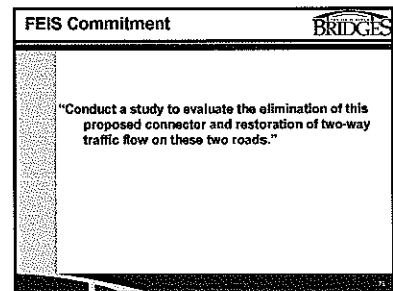
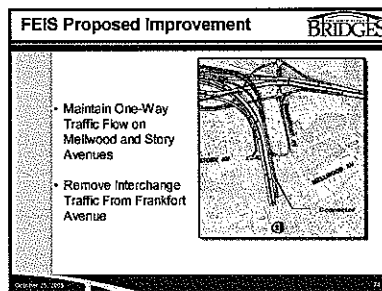
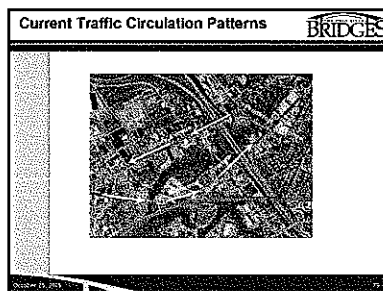
Comparison of Alternatives

Bridge/Interchange	Layout 1	Layout 2	Layout 3	Layout 4	Layout 5	Layout 5 - M
WB I-64 / SB I-71	Yes	Yes	Yes	Yes	Yes	Yes
I-65 NB / SB	Yes	Yes	Yes	Yes	Yes	Yes
EB I-64 / NB I-71	Yes	Yes	Yes	Yes	Yes	Yes
Second Street	Yes	Yes	Yes	Yes	Yes	Yes
Witherspoon Extension	Yes	Yes	Yes	Yes	Yes	Yes
Sligger Field	Yes	Yes	Yes	Yes	Yes	Yes
Other	Yes	Yes	Yes	Yes	Yes	Yes

Selected Intersection Performance Data

Intersection	Layout 1	Layout 2	Layout 3	Layout 4	Layout 5	Layout 5 - M
1. Main Street at Third Street	115	107	103	100	100	100
2. Third Street at River Road	115	107	103	100	100	100
3. Third Street at Second Street	115	107	103	100	100	100
4. Witherspoon at Second Street	115	107	103	100	100	100
5. Witherspoon at Sligger Field	115	107	103	100	100	100
6. Sligger Field at River Road	115	107	103	100	100	100





Single Point Urban Interchange (SPUI) at Mellwood 

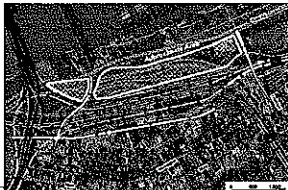
Conclusions:

- FEIS commitment has been fulfilled
- Additional preliminary engineering and environmental analysis would be required to move the project forward

October 25, 2005 

East Downtown Planning Study 

- DDC has hired Chan-Krieger to explore options for the 40-45 acres



October 25, 2005 

ROD Commitment for East Downtown Planning Study 

From page 25 of the ROD:

"Fifteen (15) of these 40-45 acres will be donated for inclusion into Waterfront Park as mitigation for all park properties impacted by Alternative C-1 and the Relocated Kennedy Interchange. The remaining approximate 30 acres will also be made available to the WDC through the Louisville-Jefferson County Metro Government. The activities for public use of these 40-45 acres will be determined in accordance with a comprehensive study of the Waterfront Park and its relationship to east downtown Louisville conducted by the Louisville-Jefferson County Metro Government."

October 25, 2005 

Bikeway Study 

Inventoried all bike facilities in Kennedy Interchange area

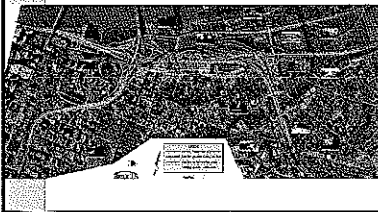
Mapped existing facilities

Compiled list of all planned bike facilities in Kennedy Interchange area:

- Metro Louisville
- KIPDA
- KYTC

October 25, 2005 

Bikeway Network 



October 25, 2005 

Bikeway Alternatives 

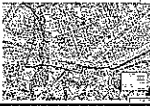
Developed alternatives to connect Butchertown Greenway to Beargrass Creek Trail

Identified 5 preliminary alternatives:

- 2 off-road/on-road
- 3 on-road

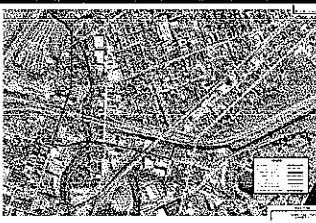
Off-Road alternatives present challenges:

- Environmental
- Adjoining land impacts
- Constructability



October 25, 2005 

Bikeway Alternatives 



October 25, 2005 

Advance Construction Opportunities 

October 25, 2005 

I-65 Accelerated Construction Section 

- Limits - north of Broadway to south of Liberty
- Acceleration being considered due to maintenance concerns
- Possibly to go to construction in 2006

October 25, 2005 

