

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – March 29, 2007, 10 am – 4pm
CTS-GEC Conference Room**

Opening Remarks: Ms. Wayna Roach, KYTC Co-Chair; Ms. Janie-Rice Brother, KHC Co-Chair

Ms. Roach introduced Mr. Bart Bryant to provide a brief overview of the topics of the specially called KHPAT meeting. Mr. Bryant indicated the special meeting was to highlight right-of-way (ROW) footprint and the decisions that had been made affecting that footprint for the Kennedy Interchange – SDC1.

Mr. Bryant also pointed out that progress is continuing toward completing the financial plan. Mr. Bryant stated initiation of construction on the accelerated section of the Kennedy Interchange is anticipated in fall or winter of 2007.

SDC 1 Update: Richard Sutherland, Dan Byers, KTA

Mr. Sutherland explained the special meeting was called per the MOA Stipulation I.9.f:

Prior to the design approval for plans for commencement of right-of-way acquisition (about 60%)

Mr. Sutherland also relayed to the KHPAT that throughout the following presentation changes from the FEIS would be noted. Mr. Sutherland noted the presentation would communicate the decisions made by the BSMT. Mr. Sutherland then turned the meeting over to Mr. Dan Byers to walk the KHPAT through the changes in the right-of-way from the FEIS.

Ms. Aida Copic requested a summary of the changes by locations and definitions of areas of impacts. She stated this summary should be simplistic and in bulleted format. Mr. Sutherland responded that would be no problem and would work to get the summary to CTS-GEC for distribution.

Impacts to several structures were discussed. One was the Vermont American Building. It was noted that the MOA states that a treatment plan for rehabilitation will be developed for the Vermont American buildings affected by the Project and options for their reuse would be explored. It was also reiterated that the Vermont American Building consists of four structures with the oldest dating circa 1895, which is a contributing element to the Phoenix Hill Historic District.

Mr. Jim Segrest had questions about impacts to the Grocer's Ice and Cold Storage building. Ms. Janie-Rice Brother stated the Phoenix Hill HPP should have some language in regards to the Grocer's Ice and Cold Storage Building. Mr. Mohammad Nouri asked if the Old United Building will be taken and Mr. Dan Byers replied it would, and that this was consistent with the FEIS.

Mr. Byers further noted that the I-71 ramps have been drawn in along Frankfort Ave. to terminate work prior to the boundary of the historic neighborhood. Further reductions were also noted

along I-71 in the area of the city impoundment lot. When asked, Mr. Nouri noted that the changes so reduced the impact to the lot that it is unclear whether the impoundment lot would need to be relocated. Geiger Mill was also discussed at this time. Ms. Roach stated that there are foundations in the area, but documents indicate that the remains in or near the I-64 right of way on the south side of Beargrass Creek are not the remains of Geiger Mill. Mr. Segrest requested a review of the information. Ms. Wayna Roach will work with CTS-GEC and make a presentation at the June 2007 KHPAT meeting.

Louisville Metro made a recommendation for a diamond interchange and to restore two way traffic on Mellwood/Story Avenues. It was noted by SDC1 that the Project must follow what is stated in the FEIS and will not follow the Metro recommendation. Ms. Barras questioned whether two lane ramps were needed; Mr. Byers responded that the volume of traffic required two lanes.

Mr. Byers next addressed the proposed Witherspoon alignment along the north side of the revised Butchertown historic neighborhood boundary. Ms. Leslie Barras and Mr. Jim Segrest expressed concerns with the selected Witherspoon alignment, which avoided the historic district. Mr. Segrest stated Butchertown and Louisville Metro both favored the Geiger extension that was shown in the HPP. Mr. Segrest also expressed the opinion that the Witherspoon avoidance alignment harms Butchertown Historic District and is no way conducive to the historic district. He expressed it was inconsistent with the HPP. KYTC pointed out that the alignment follows the FEIS in staying out of the historic neighborhood while still functioning as a main east-west connector. Mr. Segrest stated that he believes that the avoidance alignment leaves large tracts of land inconsistent with the neighborhood and salable for development. Mr. Nouri asked whether the neighborhood plan could address the development potential as the aspect seemed outside the Bridges Project. Ms. Copic noted that the neighborhood plan could address the concern about development somewhat but that the city was also in favor of the Geiger Extension.

Ms. Barras and Mr. Segrest stated they thought they had triggered a conflict resolution mechanism at the February 15, 2007 KHPAT meeting. Though it had been stated at the February 15th meeting, it was explained again that a request had to be made in writing. If someone wanted to put the conflict resolution into motion (in accordance with MOA Stipulation XIII), one of the MOA signatories would need to write a letter to Federal Highway Administration (FHWA) within 30 days of the meeting to begin the process. FHWA would then consult with the concurring signatory and SHPO to resolve the noted dispute.

Mr. Nouri, Ms. Copic, and Mr. Segrest asked about the bike lanes. Mr. Nouri wants the lanes to be context sensitive and Mr. Segrest expressed preference for connection to the Waterfront. KYTC and Mr. Sutherland noted that there are ample opportunities remaining to design context sensitive solutions for the bike path; however, final alignment decisions cannot be made until Indiana decides how to bring the bike path down off the bridge.

Ms. Barras asked about various utility relocations, including the MSD pump station, MSD interceptor, and the LG & E lines. Mr. Sutherland explained that utility relocations would be defined to the KHPAT as the plans are developed. KYTC endorsed this comment. Ms. Barras requested more information to lead the KHPAT to an understanding of how these issues will be handled to minimize their impacts to historic resources.

There was further discussion of the punch throughs and potential business relocations, including billboards. Mr. Sutherland noted that the punch throughs will be located at Buchanan and Adams and the Project will be responsible for grading and drainage but will leave actual construction of

streets to others. Mrs. Barras posed specific questions about relocations of businesses and effects of relocations on the historic neighborhoods. Mr. Sacksteder noted that it is really too early to address since the process has yet to begin and the property owners will be free to make their own choices during relocation. He noted that he will alert the ROW team to look for appropriate opportunities and settings for relocated businesses. He further noted that the Project will be taking both concrete plants.

Mr. Sutherland informed the KHPAT that following much study, the decision to use full concrete barriers was endorsed by the BSMT as opposed to the open side rail design that had been forwarded by the KHPAT. The decision had been made based on the substantially increased cost of the open rail design and the increased need for and difficulties of maintenance of the rail design. Ms. Barras stated concrete barriers imposed adverse visuals for drivers; Ms. Copic echoed that the City had been strongly in favor of the rail design due to the location. Responding to questions, KYTC indicated that the concrete barriers are more sturdy than the rails and therefore need lower levels of maintenance and that the difference between the full concrete and open side rail design would be about 10 or 12 inches of concrete. Ms. Barras maintained that the concrete barriers were not context sensitive design.

Mr. Nouri stated no public input on the rail selection and concrete barriers had been solicited. He also noted the concrete barriers were not in accordance with Miguel Rosales recommendations in the Aesthetic Design Guidelines (ADG). Mr. Bart Bryant stated that public input had occurred thru the Area Advisory Team (AAT), Regional Advisory Committee (RAC), and Historic Preservation Advisory Teams (HPATs).

[MOTION] Ms. Barras made a motion that recommended that one or more of the concurring parties invoke the dispute resolution mechanisms of the MOA to enter dispute resolution on the side rail issue. Mr. Segrest seconded the motion. Four KHPAT members votes yes and one vote abstained. As previously described, if this is what the concurring signatories want to do, a letter must be written to FHWA by April 30, 2007 to invoke dispute resolution.

Following this motion, options for interstate lighting and signage were presented. Mr. Sutherland stated that for the lighting, the KHPAT had recommended option 2 and that was also the option being recommended by KTA. Final details of specific type and color are still pending. Next Mr. Sutherland noted that the HPAT had recommended option 2 for signage and that this was again going to be the option recommended by KTA.

In reference to noise studies, Mr. Sutherland stated that nine sites were evaluated for the construction of noise barriers. At this point, only one section of noise wall was under final consideration as feasible. This final location is section 7, east of I-64, as shown on slide #32 of the presentation. Mr. Sutherland also stated that in the near future, SDC would coordinate the location of this possible wall with the Clifton neighborhood.

In regard to the construction of a new bridge over the Great Lawn in Waterfront Park, Mr. Sutherland stated that the number of piers had been reduced to minimize encroachment upon the Park. Two rows of piers are proposed that are approximately 300 feet apart.

The HPP recommendation that additional right-of-way be acquired for the erection of public art and/or gateways was also discussed. No additional right-of-way is being considered. Mr. Sutherland stated that these design elements can be accommodated within the right-of-way as shown in the FEIS. Further, there may be opportunities to work with property owners outside the right of way or to design something to go inside the right of way.

KTA's final discussion item was use of bioswales to treat storm water drainage, as identified in the HPPs. This design element was considered, but is not in keeping with the urban setting. Instead, runoff will be treated traditionally, and sent to the river via gravity feed. There will be one new outfall, along Clay then west along River Road to about half way between the Big Four and Kennedy Bridge. There is also one existing outfall, with the possibility of a section needing some shifting located along Witherspoon by the ballpark and then crosses the Great Lawn to the river.

Mr. Segrest had a final comment concerning the Butchertown HPP. He noted that the HPP had not been formally recommended at the last KHPAT. It was resolved at this meeting that the Butchertown HPP would be brought back to the next KHPAT, with changes noted, and the group would vote whether to formally accept.

Ms. Barras had a final question concerning whether the property from public entities would still follow the normal right of way appraisal process. Mr. Sacksteder indicated that all entities except Transportation owned properties would follow the same process.




KHPAT Meeting

Design Section 1

KENNEDY INTERCHANGE

March 29, 2007





Decisions made

- North-South access
- Witherspoon relocation
- Noise Walls
- Open/Closed railings
- Lighting fixture/signage
- Waterfront Park Impact Reduction





Meeting Agenda

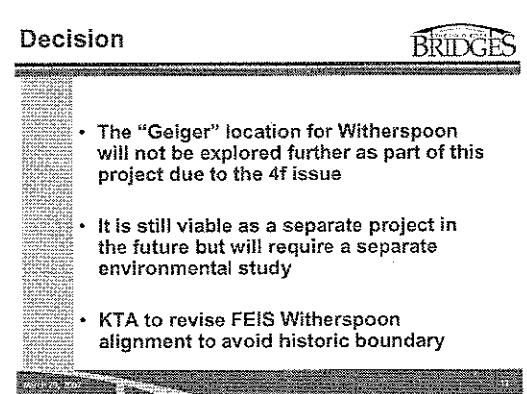
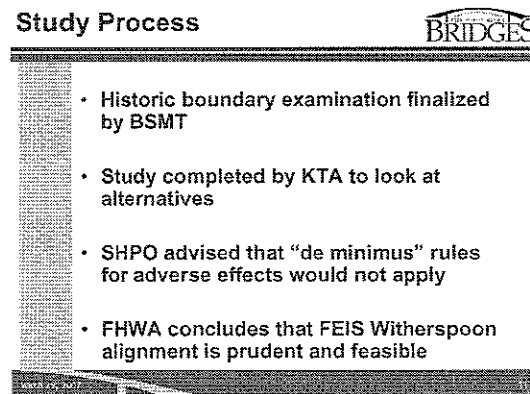
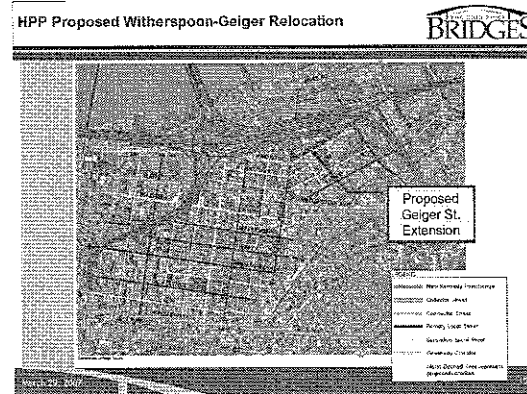
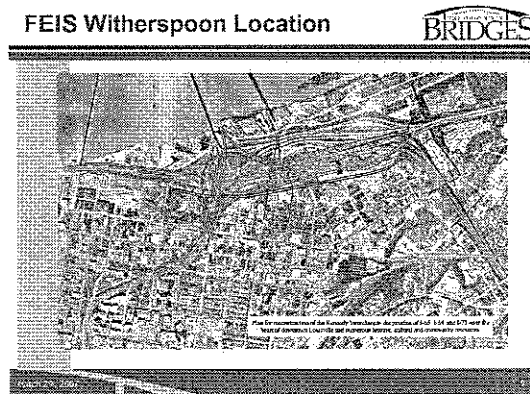
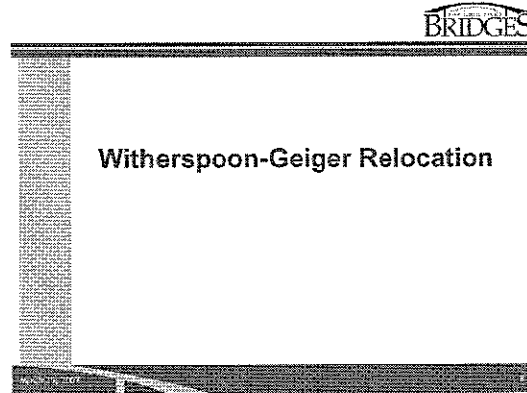
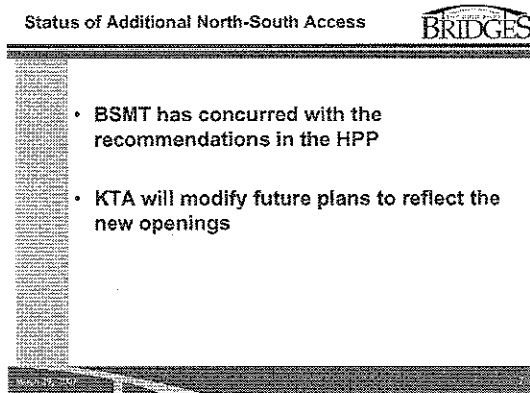
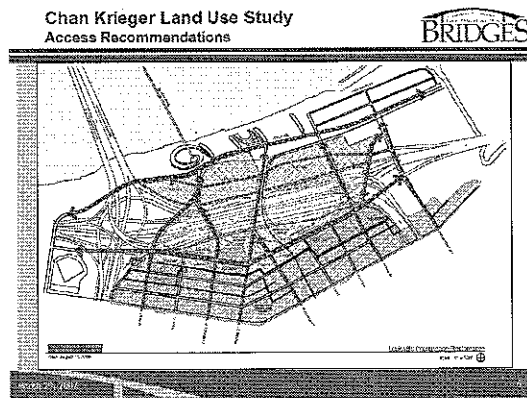
- Discuss decisions made by BSMT
- Discuss HPP recommendations
- Discuss changes to FEIS layout





North-South Access to River Road





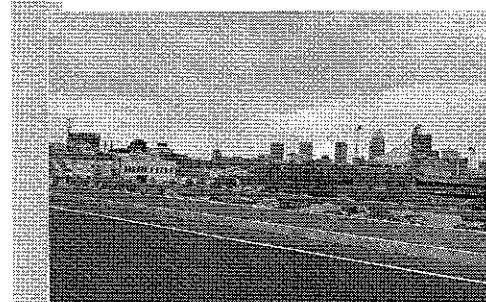
BRIDGES

Open or Closed Bridge Railings?

March 29, 2007

3' Barrier with Rail

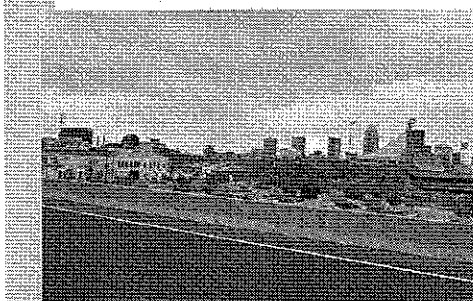
BRIDGES



March 29, 2007

Existing Condition: 2'-8" Solid Rail

BRIDGES



March 29, 2007

Status

BRIDGES

- The initial concept evaluated was to use concrete open-rail barriers everywhere, including locations where guardrail would normally be used
- The project team has evaluated the cost of open railings vs. traditional solid barriers
- The cost differential was approximately \$8 million
- Due to fiscal constraints and long-term maintenance considerations, guardrail and solid bridge rails will be utilized

March 29, 2007

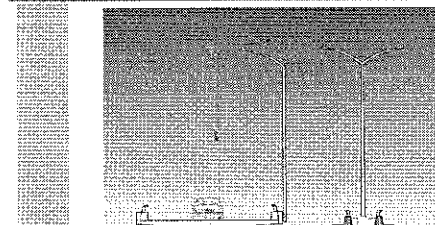
BRIDGES

Interstate Lighting

March 29, 2007

Roadway Luminaire - Option 1

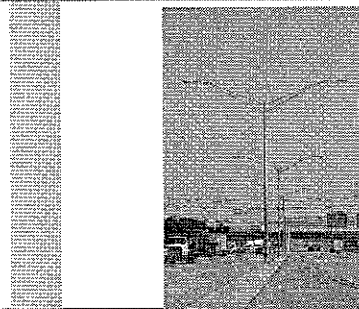
BRIDGES



March 29, 2007

Roadway Lighting - Existing Conditions

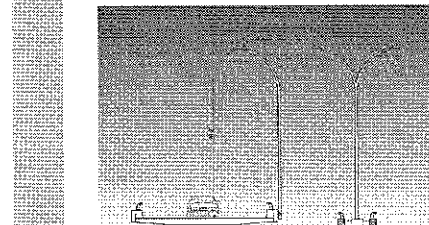
BRIDGES



March 29, 2007

Roadway Luminaire - Option 2

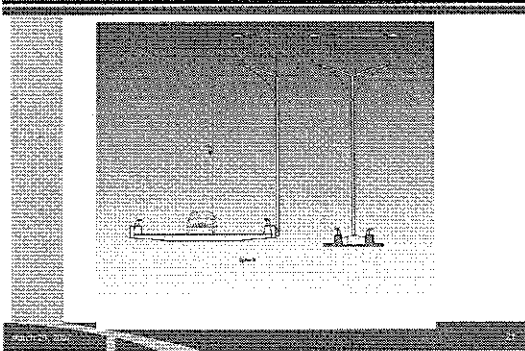
BRIDGES



March 29, 2007

Roadway Luminaire - Option 3

BRIDGES

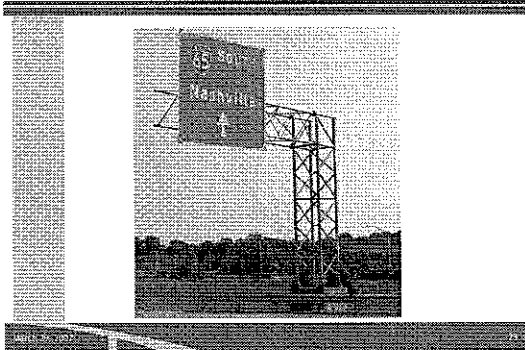


Roadway Sign Supports

BRIDGES

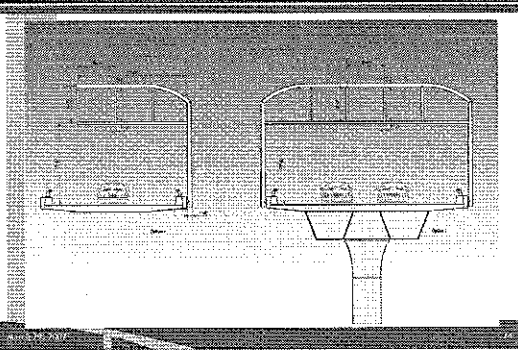
Roadway Sign Support - Existing Conditions

BRIDGES



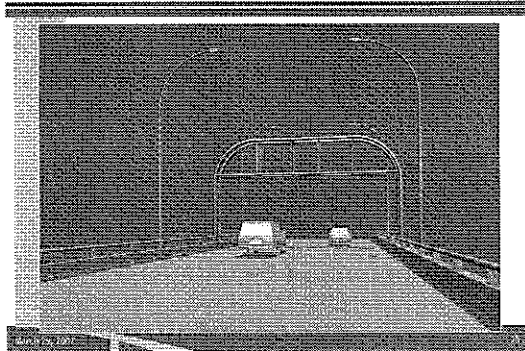
Roadway Sign Support - Option 1

BRIDGES



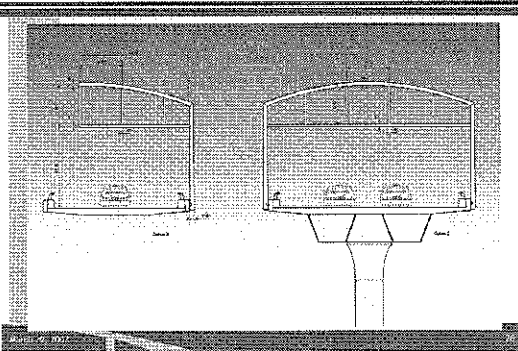
Roadway Sign Support - Option 2

BRIDGES



Roadway Sign Support - Option 3

BRIDGES



Status

BRIDGES

- Metro is on record in support of Option 2
- Ratio Architects support Option 2 as being most compatible with historic context
- KTA supports Option 2 as the most cost-effective option
- KTA will formally request approval from BSMT to go forward with Option 2 for both sign and light supports

BRIDGES

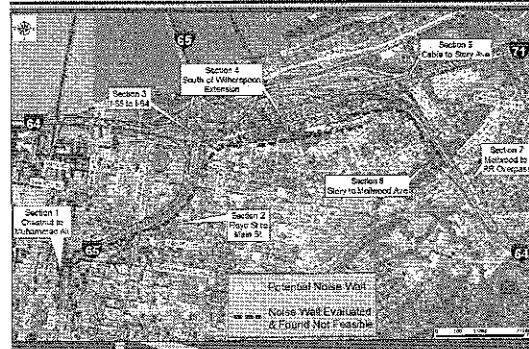
Noise Walls

Noise Studies

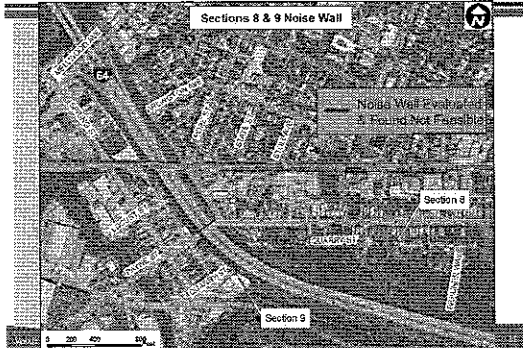


- FEIS included three locations for "further study"
- Initial study looked at the entire perimeter of the Kennedy Interchange
- Seven initial locations were evaluated
- Subsequent study looked at I-64 east
- Two reports were submitted to the Bi-State Management Team (BSMT)

Initial Locations



Additional Locations Evaluated



Status

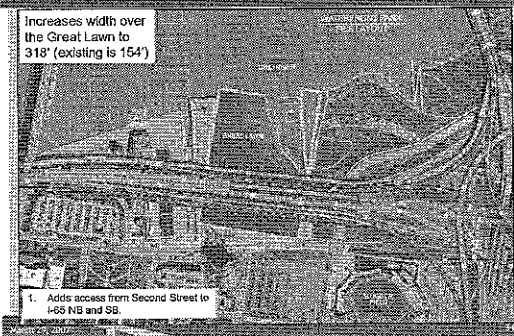


- Currently, one wall site is under final consideration (Section 7, east of I-64)
- Community will have opportunity to comment on wall desirability
- BSMT will make final decision on if and what types will be constructed

Waterfront Park Impact Reduction Study



FEIS Alternative



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

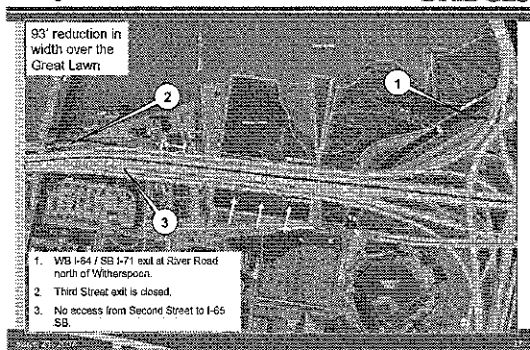
Waterfront Park Impact Reduction Study



- Multiple alternatives were evaluated
- All concepts were developed through consultation with Metro and the BSMT
- All concepts were presented to the public through the Open House in late 2005 and meetings with KHPAT, AAT, and the RAC.

Layout 5 - M

BRIDGES



Status

BRIDGES

- The BSMT has approved Option 5-M
- KTA will develop design plans for this option

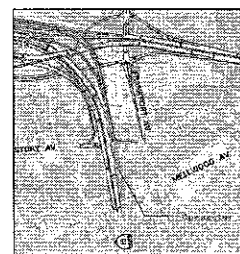
BRIDGES

Mellwood-Story Avenue Study

FEIS Proposed Improvement

BRIDGES

- Maintain One-Way Traffic Flow on Mellwood and Story Avenues
- Remove Interchange Traffic From Frankfort Avenue



BRIDGES

FEIS Commitment

"Conduct a study to evaluate the elimination of this proposed connector and restoration of two-way traffic flow on these two roads."

Mellwood-Story Avenue Study

BRIDGES

Key study elements:

- Determine if two-way operation of Story and Mellwood Avenues is feasible
- Study the elimination of the connector proposed in the environmental document
- If two-way operation is feasible, investigate new full interchange at Mellwood

BRIDGES

Status

- FEIS commitment has been fulfilled
- Additional preliminary engineering and environmental analysis would be required to move the project forward
- KYTC has made no decision on whether this will be included in the project

HPP Recommendations

BRIDGES

- Several HPP recommendations suggested or required the acquisition of additional ROW
- These include:
 - Gateway treatments
 - Installation of public art
 - Stormwater treatment

Current plan

- The goal of SDC1 has been to work within the footprint of the FEIS
- No additional right of way for HPP recommendations is currently being considered
- Drainage is being handled through standard practice

**Changes to FEIS Alignment
and Right of Way**

Dan Byers

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 April 13, 2007.

Mr. Vlach stated written comments should be sent to CTS-GEC, 305 N. Hurstbourne Ln. Ste. 100, Louisville, KY 40222.

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – March 29, 2007
TEAM ATTENDEES**

Co-chairs: Wayna Roach – Kentucky Transportation Cabinet
Janie-Rice Brother – Kentucky Heritage Council

City of Prospect: Ann Simms

Butchertown Neighborhood Assoc., Inc.: Jim Segrest

Louisville Metro Planning and Design: Aida Copic; Mohammad Nouri

Louisville Metro Historic Preservation: Richard Jett

River Fields, Inc.: Leslie Barras

CTS – GEC: Jeff Vlach
Christa Turner
John Sacksteder

SDC 1: Richard Sutherland
Dan Byers

Audience: Lee Douglas Walker
Bill Hanson
Kristen Leggett
Jadie Tomlinson
Bart Bryant
Jenny Eggen-spiller

