



Meeting Summary

Section 1 Kennedy Interchange Area Advisory Team Meeting No. 2 February 10, 2005

The Kennedy Interchange Area Advisory Team meeting was held on February 10, 2005 at the Hyatt Regency in downtown Louisville. Introductions of the Bi-State Management Team, Community Transportation Solutions – General Engineering Staff, the Section 1 Design Consultant Teams and Area Advisory Team Members were made. Members of the Kentucky Historic Preservation Advisory Team were also recognized.

Several key updates were presented, including an overall project update, an overview of the East Louisville Downtown Access Planning Study and presentation of Kennedy Interchange Aesthetic Design Guidelines, ending with a discussion.

The following individuals from the Area Advisory Team were in attendance:

Bill Gatewood	Louisville Metro Councilman Bright's office
Barry Alberts	Downtown Development Corporation
Michael Kimmel	Louisville Waterfront Development Corporation
Aida Copic	Louisville Metro Planning and Design
Carol Hensley	Main Street Association
Mohammad Nouri	Louisville Metro Planning and Design
Emily Boone	Clifton Community Council
Graham Cooke	Louisville Metro Councilwoman Ward-Pugh's Office
David Morris	Louisville Development Authority
Bill Marzian	East Downtown Business Association

Other individuals attending:

Joanne Weeter	Louisville Metro Preservation Officer
J.B. Williams	Michael Baker

Project management present:

Kentucky Transportation Associates: Glen Kelly, Project Manager, Richard Sutherland, Deputy Project Manager, Dan Byers, Jim Gallt, Taylor Kelly, Tom Creasey, David Smith, David Reed, Miguel Rosales, Chuck Wood, Maurice Sweeney, Rohena Miller

Community Transportation Solutions – General Engineering Consultants (CTS – GEC): Dan Burgess, Thomas Gallagher, Kristen Jordan, Richard Carey-Brown

Others:

George Jones – Federal Highway Administration, Bill Gulick – Kentucky Transportation Cabinet, Bart Bryant – Kentucky Transportation Cabinet, Ed Cox – Indiana Department of Transportation, Lee Walker – Kentucky Ombudsman

1. Introductions

Richard Sutherland, KTA led introductions of the AAT, KTA, BSMT, and others. The agenda and goals of the meeting were discussed.

2. Mellwood - Story Avenue Study

Tom Creasey of KTA gave an overview of the study. The overview included a discussion of the Record of Decision Commitment(R.O.D.) and how the current scope included consideration of a complete interchange at Mellwood Avenue. The R.O.D. commitment is to:

“Conduct a study to evaluate the elimination of the D-18 proposed connector and evaluate restoration of two-way traffic flow on both Mellwood Avenue and Story Avenue”.

The proposed improvement(alternative D-18) made in the Final Environmental Impact Statement(FEIS) was discussed. Tom then gave an overview of the scope of work of the study and progress to date.

3. Waterfront Park Impact Reduction Study

Richard Sutherland of KTA gave an overview of the scope of work and status of the Waterfront Impact Reduction Study. Key study objectives that resulted from early meeting with Waterfront Development Corporation(WDC) staff included:

- 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
- Make underneath of bridges more pedestrian friendly

To date, KTA has:

- Developed and evaluated multiple alternatives for width reduction
- Presented alternatives and preliminary traffic analysis to CTS-GEC
- Presented to the BSMT for approval to advance to the next step

4. Bikeway Study

David Smith of KTA gave an overview of the scope and status of the Bikeway Study. Accomplishments to date show that KTA has:

- Met with agencies to develop existing and planned network
- Met with Metro to develop street and bikeway typical sections
- Mentored the work which is being done by a DBE firm(ClasSickles)

5. Design Modifications to D18

Dan Byers of KTA discussed the modifications that KTA has made to the proposed design(D-18) of the interchange. These are:

- Lowered part of the highest flyover ramp(I-64/I-71 W.B. to I-65 S.B.) in the interchange to ground level
- Improved the northbound I-65 to I-64/I-71 split near the Extreme Park
- Changed the I-65 access ramps at Liberty and Muhammad Ali
- Modified the configuration of ramps in the Frankfort Avenue area on I-71

Other modifications may occur as a result of the ongoing studies at Mellwood-Story and the Waterfront Park.

6. East Louisville Downtown Access Planning Study

Barry Alberts of Downtown Development Corporation gave an overview of study scope and status. In summary:

- Second draft of scope of work is being reviewed by the BSMT
- Upon scope approval, Memorandum of Agreement which allows transfer of funds will be drafted
- Consultant will be hired to conduct the study

7. Context Sensitive Design Process

Richard Sutherland of KTA gave an overview of the process used for Context Sensitive Design on the Kennedy Interchange project. The key steps are:

- Community input and context
- Develop urban interchange aesthetic design guidelines and theme
- Utilize the guidelines and theme to develop concepts for critical structural elements
- Provide opportunity for input from KHPAT, AAT, RAC and public
- Coordinate final interchange design with other project segments through development of secondary details

KTA is currently working on Steps 2-4.

8. Presentation of Kennedy Interchange Aesthetic Design Guidelines

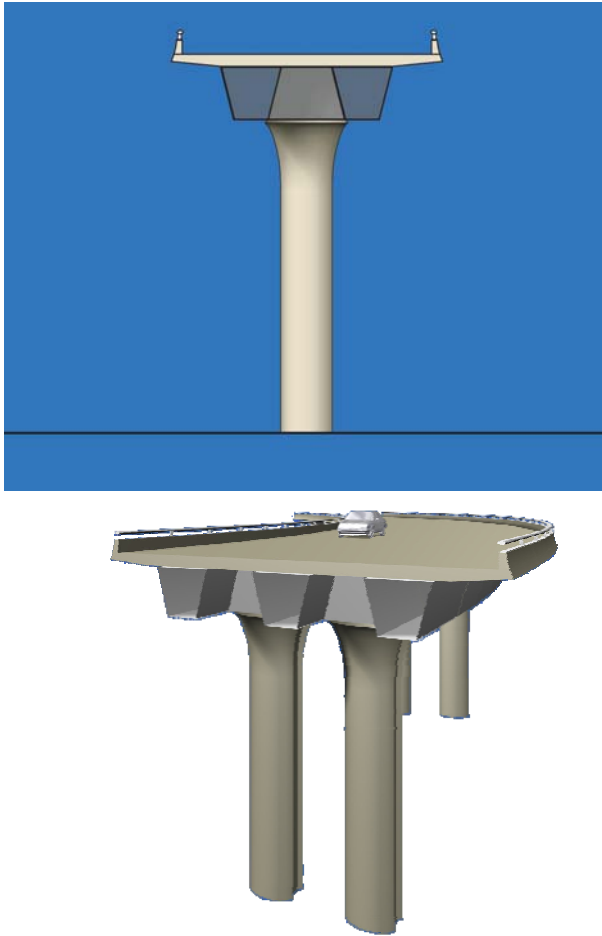
Miguel Rosales of KTA gave a presentation which illustrated the approach used by KTA to develop the guidelines. The guidelines were shown and discussed as was the overall project theme. Concepts for pier and bridge superstructure shape were presented for comment.

The overall aesthetic goal of KTA is:

“Integration of the Kennedy Interchange into the existing urban context, historic neighborhoods, and Waterfront Park through the adoption of visually attractive and context sensitive designed structures and landscaping.”

The structural concepts are for the use of elliptically shaped piers and box girder superstructures to create a simple and elegant appearance. The elliptical shapes are proposed as the project theme and were derived from the oval and elliptical shapes prevalent in Victorian architecture and the symbol of the city, the fleur-de-lis.

An example of the structural concept is shown in the following illustration:



The guidelines are as follows:

Kennedy Interchange Aesthetic Design Guidelines

- Substantial landscaping and grading to enhance driving and pedestrian experience and reduce scale/visual impacts from long and close range view points
- Create an attractive, uncluttered, under viaduct environment for pedestrians and bicyclists: use of steel boxes
- Adoption of buffer and transitional zones between historic districts and interchange to reduce noise and visual impact
- Clean, elegant, well proportioned, superstructures, viaduct piers and wall structures
- Use of uniform lightly painted steel elements like superstructures, railings, light poles, and sign supports, to visually unify interchange
- A consistent family of shapes to be used throughout the interchange: elliptical aesthetic forms
- Well-defined, attractive gateway bridges into the community
- Surface streets to be designed as “complete streets” for every day use and not just as traffic movers

9. Solicitation of Comments

At the conclusion of the meeting, participants were asked to provide comments on the guidelines, theme, and structural concepts. Comments were to be sent to:

Steve Hoefler/ Community Transportation Solutions, Inc./ 305 North Hurstborne Parkway, Suite 100,
Louisville, KY 40223