



Louisville-Southern Indiana Ohio River Bridges Project

Meeting Summary

Section 4 Area Advisory Team Meeting

November 13, 2006

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

The eighth Area Advisory Team Meeting was held on November 13, 2006 at the Harrod's Creek Fire Station in Prospect, KY to discuss issues related to 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:

Area Advisory Team Members:

Jim Halvatgis	Bridgepointe
Ron Teaford	BRAD
Mayor William Huff	City of Green Spring
Mayor Joe Kehlbeck	City of Prospect
Chief Chris Aponte	Harrods Creek Fire Protection District
Harvey Langford	Kencarla Vista
Kevin Oechsli	Metro Department of Neighborhoods (alternate)
Chris Phillips	Metro Public Works (alternate)
Bill Robinson	Prospect/Harrods Creek (alternate)
David Butke	Harbor at Harrods Creek (alternate)
Kyle Broyles	Shadow Wood
Wayne H. Wells	Transylvania Avenue
Mary Howard	Transylvania Beach
Robert Wynkoop	Wolf Creek (alternate)
Alice Gunnison	Wolf Pen Preservation Association

Project Team Members:

Bill Hanson	FHWA
Bart Bryant	KYTC
Jadie Tomlinson	KYTC
Kim Mulder	KYTC
Lee Douglas Walker	LSIORBP KY Ombudsman
Steve Nicaise	CTS/GEC
Chris Jones	CTS/GEC
Kevin Villier	CTS/GEC
Jim Klein	Lochner Design Team
Elizabeth Trawick	Lochner Design Team
Chuck Craycraft	H.W. Lochner, Inc.



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Jerry Leslie
Debby Taylor

H.W. Lochner, Inc.
H.W. Lochner, Inc.

Additional Attendees:

Ann Simms
Sandra Leonard
Todd Eberle
Ray Rissler
Harold Friedly
Leslie Barras
Chas Spencer

City of Prospect (alternate)
City of Prospect (alternate)
City of Prospect Councilman
City of Green Spring (alternate)
Wolf Creek (member)
River Fields
3906 Old Brownsboro Hill Road

The meeting began at approximately 6:30 p.m.

1. WELCOME AND INTRODUCTIONS

- 1.1** The attendees were asked to sign in upon arrival and were given a copy of the meeting agenda, Riverlink newsletters, Project brochure and contact cards, and the Preliminary Line and Grade Handout showing the preliminary horizontal and vertical alignments.

2. MEETING AGENDA ITEMS

- 2.1** Jerry Leslie began the meeting with a presentation of the Agenda Overview.
- 2.2** Jerry and Jim Klein presented a PowerPoint slide show detailing the Preliminary Plans and the design concepts the AAT preferred for each character area. AAT members were asked to provide their comments during the presentation:
- 2.2.1** Robert Wynkoop asked how high the barrier/berm combination will be along Springdale Road. Jim responded that the 8' to 10' range was the most popular according to the AAT polling results; however, the height will meet the approved requirements for noise abatement.
 - 2.2.2** Jerry described the preliminary grade for the mainline in response to a question from Mr. Wynkoop.
 - 2.2.3** Alice Gunnison asked to go on record as stating that Wolf Pen Branch Road is historic. She indicated that there are rumors that the project will widen Wolf Pen Branch Road from Fincastle to Springdale. In order to keep these rumors in check, she requested that the Wolf Pen Branch Road neighborhood be given the opportunity for neighborhood meetings and stated that she appreciated the opportunity that Lochner was providing to meet with the Wolf Pen Preservation Association in the near future.
 - 2.2.4** Chief Aponte asked if the Harrod's Creek structure would meet all federal standards. Jerry assured him that it will.
 - 2.2.5** Jim Halvatgis raised several issues relating to Bridgepointe. He stated concerns with the height of the safety wall being such that it couldn't be easily climbed over by children. He asked if any homes in Bridgepointe will be taken and had Lochner worked to move away from



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Bridgepointe as much as possible. Jerry explained that no homes in Bridgepointe are being taken with the preliminary design and that until more geotechnical information is gathered and the wall designs completed, the final impact to Bridgepointe won't be fully determined, but hopefully the impact will be less than shown in the preliminary line and grade plans.

- 2.2.6** Bart Bryant provided an update on the US 42 project when asked if the work would be completed on schedule. He informed the group that the work will not be completed at the end of November as originally scheduled. There were unusually high amounts of rainfall in September and October. This has delayed the contractor who has submitted an updated schedule to KYTC for review and approval. Mr. Halvatgis discussed the need to open US 42 since the current configuration of only one lane heading south is a serious traffic problem. Bart answered that the goal is to open US 42 completely before winter shutdown.
- 2.2.7** Mr. Halvatgis then asked if there will be a signal at US 42 and if no right turn on red will be implemented for the traffic exiting the Gene Snyder heading north. Bart explained that District Office Traffic will evaluate the signal operation after completion of the work for any necessary signal timing and configuration revisions.
- 2.2.8** During the barrier type portion of the presentation, Mr. Halvatgis asked if weathering steel has to be painted, and he emphasized that maintenance issues have always been a priority for the Section 4 AAT. Jerry assured him that maintenance issues are a design concern for the Section 4 team.
- 2.2.9** Alice Gunnison asked if there was any way to put a sound barrier on the underside of the Ramp A flyover. Jerry explained that much of the noise from structures comes from vehicles hitting the expansion joints. This will be taken into consideration in final design.
- 2.2.10** Mayor Joe Kehlbeck asked for an explanation of the drainage scheme for the mainline to the tunnel portals. Jerry explained that there will be drainage structures through the tunnels that will be designed to handle a 100-year storm event.
- 2.2.11** Mr. Halvatgis commented that he hoped we were sizing bolts better than Boston. Jerry explained the difference in the "Big Dig" tunnel and the Section 4 tunnels. The Boston tunnel was a soft ground tunnel below water whereas the Section 4 tunnels are hard rock tunnels.
- 2.2.12** During the Shadow Wood portion of the presentation, Kyle Broyles asked for clarification on the proposed right-of-way and easements in the neighborhood. Jerry clarified that the dotted blue and purple lines on the exhibits and presentation were for easements and the solid blue lines designated proposed preliminary rights-of-way.
- 2.2.13** Bill Robinson asked if the presented easement and right-of-way lines were formally established. Jerry emphasized that these lines are still preliminary and could still be changed through the final design process.



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- 2.2.14** Mr. Broyles, requesting to see the Shadow Wood slide again, asked if the right-of-way line shown crossing his back lot meant that he was eligible for compensation. Jerry answered affirmatively.
- 2.2.15** Mayor Kehlbeck requested an explanation of how emergency vehicles would access the tunnel. Jerry discussed the emergency access ramp and permanent moveable median barriers that are being considered. Chief Aponte went on to inform the group that he is part of a special Emergency Committee working to ensure that emergency access is addressed.
- 2.2.16** Bart shared the proposed schedule for right-of-way appraisals, acquisitions, and relocations as beginning in 2007.
- 2.2.17** Bill Robinson asked if there would be a speed reduction in the tunnels. Jerry informed the group that the speed in the tunnel would be 65 mph, the same as the roadway.
- 2.2.18** Chief Aponte questioned the design of the structure over Harrod's Creek, if they were to be twin structures or just one structure. His concern was for a turnaround area in front of the tunnel. Jerry explained that the structure type has not been determined yet, but a turnaround area in front of the tunnel portals will be implemented in the plans.
- 2.2.19** Mary Howard asked if there will be sound barriers on the Ohio River Bridge. Jerry discussed that the bridge type selection process is still under way and those determinations haven't been made yet, but that Sections 4 and 5 are actively coordinating on issues such as these.
- 2.2.20** The FEIS and INR Emergency Access alternates were presented. Wayne Wells asked why the bike path couldn't serve as the emergency access as well. Chief Aponte discussed the issues of facing opposing traffic while getting across the median as problems with this concept. The Chief also stated that the number of times the access would need to be used could be an issue with traffic on the bike path. Mr. Wells then suggested coming off River Road with the emergency access instead of Transylvania Avenue. Chief Aponte indicated that his concerns with the emergency access weren't so much location as grade, the type of gate access, and easy access for fire/life/safety vehicles fully loaded. Jerry and Jim reiterated that the design team's goal is to save as many of the existing trees as possible along Transylvania Avenue and additional alternates will be studied for the emergency access.
- 2.2.21** Continuing the Transylvania Avenue area discussion, Mr. Wells asked the proposed height of the berm along the roadway. Upon hearing Jim's response of approximately 10 feet, Mr. Wells suggested a wall/berm combination to help decrease noise and the visual impact to Transylvania Avenue.
- 2.2.22** The landscaping was discussed. Mr. Wells asked about maintenance plans for the proposed landscaping. Bart shared that there are several different maintenance options that could be implemented such as



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specialized mowing contracts and neighborhood maintenance agreements. The needed maintenance will be determined when the landscaping plans are finalized.

- 2.2.23** Wayne Wells asked to go on record as saying that Transylvania Avenue wants a wall.
- 2.2.24** Mary Howard listed concerns that Transylvania Beach has including the noise levels, how the structure will look from underneath, construction activities, and construction staging areas.
- 2.2.25** The group was informed of the opportunity to go online or to any of the Open Houses being held this week to be able to vote for their preferred bridge type for both the downtown and east end bridges. The website address was listed as www.kyinbridges.com.
- 2.2.26** Bill Robinson asked how the water that was to be contained in the holding tanks would be drained. Jerry discussed the wellhead protection area considerations, how the water from the Ohio River Bridge and roadway must be contained and treated before release. The capacity of the holding facility must be enough to contain a hazardous spill. Ongoing coordination with the Louisville Water Company will continue as the design progresses. The location of the holding tanks has not been fully determined.
- 2.2.27** Mr. Robinson asked if there is documentation showing what the AAT and others have recommended and how these items have been incorporated. Jerry briefly discussed the Draft Aesthetic Design Guidelines and the recommendations.
- 2.2.28** Mr. Robinson asked if additional lanes will be added to the Gene Snyder with the current US 42 construction and if there is funding for any construction past the US 42 work. Bart explained the 6 Year Plan includes 185 million for the Bridges Project, which includes the money for the exploratory tunnel. A Financial Plan will go to the Legislature for review in December. FHWA must approve the Financial Plan which is a product of both Kentucky and Indiana since this is a bi-state project.
- 2.2.29** Chief Aponte initiated discussion concerning the passive bio-remediation system and how well it will work for this project for hazardous spills. Jerry explained that the passive and active systems will be separate. Jim offered to follow up with the Washington DOT to see how the Indian Creek facility is operating.
- 2.2.30** During the lighting portion of the presentation, Kyle Broyles reiterated the importance of having the light directed to the roadway and not at the neighborhoods. Jim assured him that the full cut-off fixtures will aid in this. Kyle added that he liked the light fixtures in the wall as shown in the slide taken at the Dulles Airport.
- 2.2.31** Jim Halvatgis asked if there will be plantings added to the US 42 project upon completion. Jerry explained that without review and/or approval of our Aesthetic Design Guidelines, landscaping could not be



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added. This will be included with the ultimate construction, however.

- 2.2.32** Wayne Wells requested that Section 4 add the “Least impact on homeowners” as a design goal. He requested a copy of the presentation. Jerry agreed to send the AAT Members a CD of the presentation.
- 2.2.33** Funding was further discussed and Bart explained how the Financial Plan will be updated as the project continues as is the federal requirement.
- 2.2.34** Jerry announced that the next AAT Meeting will be after the Section 4 Open House presently planned for January or February.
- 2.2.35** Bill Robinson asked what the best guess was for the completion of the US 42 work. Bart answered that the work will be completed in the spring and that there will be a winter shutdown period.
- 2.2.36** More discussion followed concerning the issues of only having one lane of traffic on US 42 heading into Louisville. Bart assured the members that the website and the City of Prospect will be updated on any changes in traffic patterns. Jim Halvatgis requested that the AAT Members receive an email updating them on traffic control changes.
- 2.2.37** Bill Robinson informed the group of the dangerous traffic situation at the Harbor at Harrod’s Creek entrance in relation to the one lane of traffic on US 42.

2.3 Audience comments follow:

- 2.3.1** Leslie Barras introduced herself as representing River Fields. She reminded the group that the AAT had previously requested a briefing on the Financial Plan.
- 2.3.2** Ms. Barras asked if any of the vertical elevations had changed since the balloon testing. Jerry explained that there had been minor changes particularly at the south portal, but the balloon test results are still valid.
- 2.3.3** Ms. Barras asked how much interstate would be over Harrod’s Creek. Jerry responded approximately 350’ +/- . She asked if there is a visualization available for the underside of the structure. Jerry explained that there are plans to develop this as soon as the structure type is chosen, the appropriate hydraulic analyses have been performed, and the pier placements have been determined. She followed with another Harrod’s Creek question asking if there will be Maintenance of Traffic Plans for the creek since it is a navigable waterway. Jerry agreed that would be a consideration.
- 2.3.4** Ms. Barras asked if the same noise criteria were used for Section 4 as was used for Section 1. Jerry answered affirmatively that both sections were based on KYTC standards and guidelines.
- 2.3.5** Ms. Barras asked if the visual impacts of the project were considered as well. Jerry responded that the visual impacts were considered.
- 2.3.6** An audience member asked if consideration was given for materials that will absorb the noise as well as deflecting it. Jerry informed him that these issues are still being studied, that quiet pavement is one option and various



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materials the noise walls can be made from are being studied as well.

2.4 The meeting adjourned at approximately 8:35 p.m.

2.5 The Meeting Memory follows:

**SDC #4 AAT Meeting No. 8
Meeting Memory
November 13, 2006**

How high is berm/barrier (along Springdale Road)?

-8 to 10' range more popular polling

Is grade at south portal steeper than north portal?

-Yes, +/- 2% grade

Wolf Pen Branch Road is historic.

Rumors that trees will be cut down from Fincastle.

Wolf Pen Branch wants to be included in neighborhood meetings.

Harrod's Creek Bridge meet federal standards?

-Yes

Safety barrier high enough that kids can't climb over?

Not taking any homes?

Able to move away from homes?

-Need additional geotech to design walls

-Hoping to move away

Are we on schedule for completion of US 42?

-Will not meet Nov. 30 date

-Rain in Sept. and Oct.

-New schedule from contractor

Will 42 be opened up?

-Hoping to open US 42 completely

Signal there?

Will there be a sign "No Right turn on Red"

-Work w/District Office to determine how traffic works best

When you say weathering steel you don't need to paint it?

Any way to put sound barrier on underside of flyover?

-Expansion joints

How will you handle the movement of water at tunnel portal?

-Drain through the tunnel



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-Will handle a 100-year storm based on the ROD

Are we sizing bolts better than Boston?

- Hard rock vs. soft ground
- Big Dig

What does blue line mean?

- Temp easement to relocate the stream in Shadow Wood

Will the property on corner remain?

- Yes

Dotted blue line temp easement, solid blue line perm r/w?

- Yes

Are R/W lines formally established?

- No, still preliminary

If perm r/w cuts off corner, am I eligible for compensation?

- Yes

How will emergency vehicles access tunnel?

- Emergency access
- Moveable barrier

Separate emergency committee.

Special funding from state & federal.

- PL&G – 2007 R/W set
- Proposed r/w & easements still flexible

Will there be a speed reduction in the tunnel?

- No, 65mph

Are the two structures joined?

- Not determined yet

Can there be a turnaround area in from of the tunnel portals?

- Turnaround area will be taken into account

What happens on Transylvania Beach? Are there sound barriers on Ohio River Bridge?

- Section 5 – awaiting bridge type selection

Why can't you use bike path for emergency access?

Opposing traffic issues but no problem integrating the two if issues taken into account.



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Could it be easier to come off River Road?

Weight and speed of trucks, grades, gate access, need to ensure easy access.

-Would prefer to keep as many trees as possible to shield homes on Transylvania Avenue

Biggest concern w/using bike path is opposing traffic and getting turned around.

How high is berm in Transylvania Avenue area?

-10' or so

Can you combine berm & wall to decrease noise?

Plan to maintain plantings?

What if something dies?

- Different maintenance possibilities
- Specialized mowing
- Neighborhood agreements
- Landscaping plans TBD

Transy Ave would like a wall.

Noise and how it looks underneath big concerns. Also construction activities and staging areas.

- Can go to website and vote on bridge types
- Open Houses

How will water be drained from holding tank?

- Wellhead Protection Area
- Ohio River Bridge and roadway water must be collected and treated
- Looking at natural treatment and storage treatment options
- Coordinating actively w/LWC
- Holding containment facility to hold possible hazardous spills

Do you know where the tanks will be located?

-Not yet

Is there documentation showing what the AAT and others have recommended that have been incorporated?

-Working on that

Is there const. funding past the US 42 const?

Will lanes be added now to 841?

-No



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Funding available?

-6YP 2007 185 million approved. 789 million in 6YP

- Exploratory Tunnel money allocated
- Recently gone to Legislature.
- Will be reported in Dec. to Legislature.
- IN & KY both, Bi-state product.
- Financial Plan will be public soon – must be approved by FHWA.
- Will follow up w/Olympia to check on Indian Creek

How do you segregate passive system from a hazardous spill?

-Separate systems.

Making sure light is directed to roadway.

-Full cut-off does this

Like the lights set in the wall to reduce light intruding to neighborhoods.

US 42- nice plantings on US 42 when completed?

- Couldn't do this w/o coordination w/AAT & HPP
- Can't do w/US 42 but w/ultimate construction

Least impact on homeowners as a goal

Can we have a copy of presentation?

- On website
- Will provide

Money just for design?

-185m in 07-08

Concerned that funding will be a major problem.

-Legislature has requested info

Federal Government addressed higher cost and is it in fed 6YP?

- Feds require KY & IN to keep an updated Financial Plan after initial approval
- Increases, changes

Will feds only put up their money after state allocates their portion?

- KY 6YP, IN 10YP
- Feds won't have to have state commitment
- Next AAT after Open House. Jan/Feb



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-Tunnel design

-Aesthetic Design Guidelines

-Bulletin to contain copy of presentation

Best guess const. end on US 42?

-Spring—full completion

Will they do winter shutdown?

-Yes

One lane on 42- major traffic situation

-Will update website

-Will update City of Prospect

Major traffic situation at Harbor entrance – safety issue

Email us on US 42?

Audience Comments

Group has requested a briefing on Financial Plan.

Have any of the vertical elevations changed since height of balloons?

-Very little.

-South portal largest change

How much interstate over Harrod's Creek?

-+/- 350'

Do you have an underneath visualization?

-Will develop when bridge type chosen

-Must do appropriate hydraulics

-Pier placements

Do you do MOT plans for Harrod's Creek?

-Will look at that

Is it same noise criteria used downtown used for Section 4 cost benefit analysis

-Yes, same KYTC standards

Is visual impact considered as well?

-Yes

Is there consideration for something that will absorb noise?

-Yes

-Quiet pavement



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Adj. 8:35 pm

