

Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – June 8, 2006
TARC Administration Building

Opening Remarks: Ms. Christa Turner, CTS-GEC

Ms. Turner opened the meeting and thanked everyone for attending. The members identified themselves and their affiliation.

Ms. Turner informed those in attendance that the meeting summaries for the KHPAT are available on the Project website (www.kyinbridges.com).

Project Update: Mr. Bart Bryant, KYTC and Ms. Janie-Rice Brother KY-SHPO

Both Mr. Bryant and Ms. Brother welcomed everyone. Mr. Bryant noted that as of May 16, 2006 he was officially the Ohio River Bridges Project (Project) Manager for the Kentucky Transportation Cabinet.

Mr. Bryant also stated on May 26, 2006, Gowen Asphalt was revealed as the contractor for relocation of the US 42 Ramps. The contract has not yet been awarded by the state.

Allison-Barrickman Cemetery Baseline Report: Bart Bryant

Mr. Bryant indicated he would be presenting the Allison-Barrickman Cemetery Baseline Report in lieu of Wayna Roach due to scheduling conflicts.

Mr. Bryant explained the report was still in draft form and once it is finalized will be available to the KHPAT members.

Questions have arisen about a possible “slave cemetery” and Mr. Bryant noted that is all hearsay at this point.

Ms. Leslie Barras questioned if blasting monitoring would occur in this area. Mr. Bryant responded that monitoring would occur near the house. He also explained there would be stringent blasting criteria that are noted in the Record of Decision (ROD).

Downtown Louisville I-65 Accelerated Construction Sections: Richard Sutherland

Mr. Sutherland gave a presentation of the I-65 Accelerated Construction Sections; questions about the presentation followed and are reiterated later in this summary. .



Plan Review

I-65 Advance Construction Section Section 1 – Kennedy Interchange

Kentucky Historic Preservation Advisory Team

June 8, 2006

Meeting Outline



- Project Introduction
- Design Details
- Aesthetics
- Coordination

KHPAT Input



We need your thoughts on the Aesthetic Design Issues

- Lights
- Brook Street Wall
- Toe walls
- Visual approach to walls and bridges
- Railings

Project Introduction



Project Introduction



- Project initiated to utilize available monies for maintenance activities in ultimate construction
- Project limits are from just north of Broadway to just south of Liberty Street
- Could go to construction in 2007

Design Details



- Brook Street
- Maintenance of traffic
- I-65 Alternative Routing
- Noise Walls
- TRIMARC
- Right of Way Impacts

Brook Street Modifications



Brook Street Issues



- HNTB designing the Floyd Street ramp for Louisville Metro
- Coordination is continuing between the two project teams

I-65 Existing Looking South



I-65 Proposed

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I-65 Existing Looking North

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I-65 Proposed

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MOT - Phasing

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View from Chestnut Street

MOT - Construction Sequence 1

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MOT - Construction Sequence 2

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I-65 Alternate Routing

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Exhibit 9. Origins of Trips Leaving the Region
(Source: KIPDA Internal Origin-Destination Survey, 1994 data)
(Road columns downward - surveys were conducted for the outward direction)

(PRIVATE)	A. Leaving toward Lexington on I-64	B. Leaving toward Indianapolis on I-65	C. Leaving toward Nashville on I-45	D. Leaving toward Cincinnati on I-71
Leaving Station				
I-64 from Lexington	-	12%	2%	0%
I-64 @ Evansville	12%	5%	1%	6%
I-45 @ Nashville	1%	26%	-	38%
I-65 @ Indianapolis	21%	0%	30%	1%
I-71 @ Cincinnati	0%	0%	30%	-
From other roads at the edge of the region	2%	2%	-	2%
From within the region	64%	55%	37%	53%
Total Percentage	100%	100%	100%	100%
Two-way truck volumes at entry point into region	7,000	10,500	12,400	8,900



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ITS - TRIMARC



- Conduit along I-65
- Replace Camera and Radar
- Additional Camera Near Construction
- Two Mobile ITS Trailers
- Two Message Signs I-71

TRIMARC Message Signs



Right of Way Impacts



Right of Way Impacts



Right of Way Impacts



Right of Way Impacts



Meeting the Aesthetic Guidelines



- Bridges
- Walls
- Landscaping
- Lighting and signage

Aesthetic Concepts

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Chestnut Street

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Existing Chestnut Street

BRIDGES



BRIDGES



Brook Street

BRIDGES



Existing Brook Street

BRIDGES



Brook Street

BRIDGES



Existing

BRIDGES



View from Brook Street

Proposed

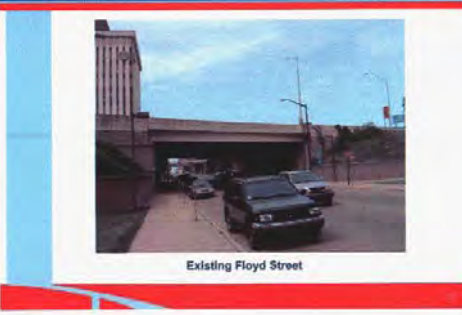
BRIDGES



View from Brook Street

Floyd Street

BRIDGES



Existing Floyd Street

Floyd Street after



Before
65-12 Ramp Bridge over Muhammad Ali

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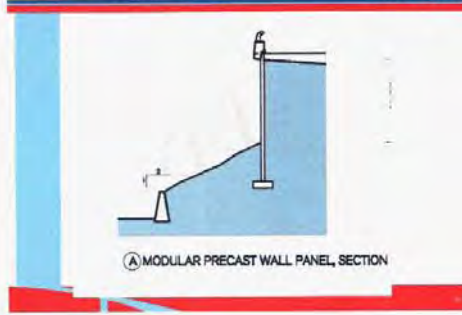
After
65-12 Ramp Bridge over Muhammad Ali

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Proposed Wall Design

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A MODULAR PRECAST WALL PANEL, SECTION

Walls – Corner of Chestnut & Brook

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Bridge Railing

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Lighting and Sign Hardware

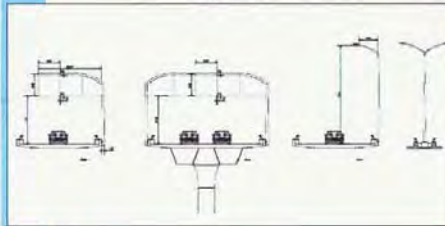
BRIDGES



Lighting Options

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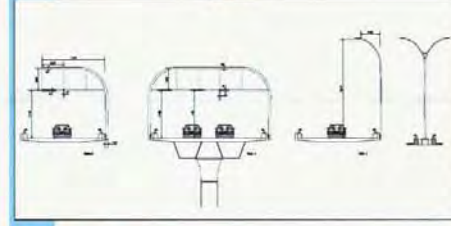
Option 1



Lighting Options

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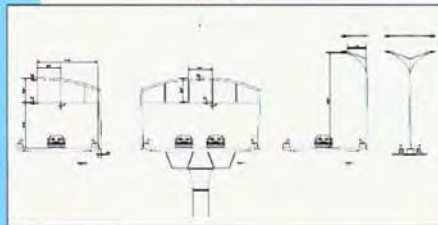
Option 2



Lighting Options

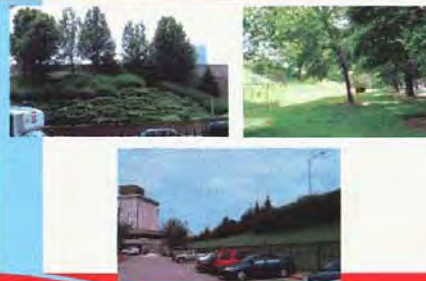
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Option 3



Existing Landscape Adjacent to Highway

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West Side of I-65

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West Side of I-65

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East Side of I-65

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Landscaping Concept

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Landscaping Concept

BRIDGES



Landscaping Concept

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Sections 1 & 2 – Noise Wall

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Section 1 - Existing

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View from Chestnut Street

Section 1 – Proposed (no wall)

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View from Chestnut Street

Section 1 – Proposed (with wall)

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View from Chestnut Street

Section 2 – Existing

BRIDGES



View from Preston Street

Section 2 – Proposed (no wall)

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View from Preston Street

Section 2 – Proposed (with wall)

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View from Preston Street

Hospital Coordination



Hospitals

- Parking
- Landscaping
- Construction Impacts
- Access

LSIORB SECTION I KYTC Value Engineering Study



Why is there a Value Engineering Study?



- Good engineering practice
- Allows a new group of professionals to provide a "fresh look" at solutions
- Required on federally funded projects over \$20 million construction value

Retaining Walls



- BROOK STREET RETAINING WALL
- TOE WALLS TW65-1 & 3

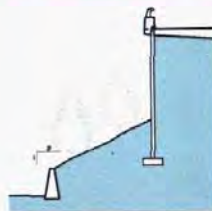
Existing Brook Street Retaining Wall



Proposed Brook Street Wall

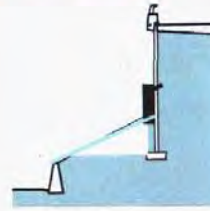


Proposed Wall Design



(A) MODULAR PRECAST WALL PANEL, SECTION

Value Engineering Recommendation



(A) MODULAR PRECAST WALL PANEL, SECTION

Existing Highway Details



TOTALLY PRECAST BRIDGES – CASE STUDIES

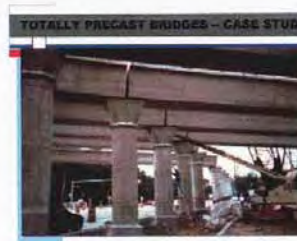


Precast Composite Parapet
 100 ft. Long
 Precast Box Beams
 Precast Pier Cap
 Threaded
 Post-Tensioning Bars
 Precast Box Pier
 Cast-in-Place Footing

Is it possible to design an "Instant Bridge"? Almost! There are many ways to put a bridge together quickly with precast concrete products.

BACK FORWARD

TOTALLY PRECAST BRIDGES – CASE STUDIES

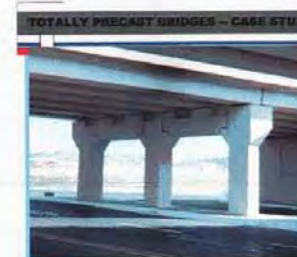


Scheduling Control

When you mix concrete, you have to wait for it to cure. Scheduling is a simple task when working with a precast bridge.

BACK FORWARD

TOTALLY PRECAST BRIDGES – CASE STUDIES



No Curing Time

There's no waiting time between the concrete and the steel reinforcement. Bridge piers can be produced in a day, and the concrete can be used immediately.

BACK FORWARD

BRIDGES

QUESTIONS?



Comments

Let Us Know What You Think!

Section 1 – Kennedy Interchange

KTA is asking for your input on several key issues on the Kennedy Interchange Project. The information you are seeing in the KHPAT presentation today is tailored to the I-65 Advance Construction section; however, the themes used on this portion of the project will be consistent with the entire Kennedy Interchange reconstruction. The application of the aesthetic guidelines on the various issues below should be considered in a broader context of how they conform to the commitments made in the environmental documents. Of particular interest are your thoughts on the compatibility of the concepts with the historic districts within the project area. The issues are:

Is the concept for bridge structures compatible with the historic context of the neighborhoods?

An "open railing system" is proposed for the bridges with the goal of providing maximum visibility for motorists. A less expensive alternative is to utilize the conventional railings which restrict visibility. As relating to preservation of the historic context of the community, do you feel that visibility for the motorist is an important issue? If so, why?

The relocation of the Brook Street retaining wall (along I-65 northbound north of Chestnut Street) is being proposed partially because of aesthetic considerations to help develop a "gateway" appearance through the hospital complex. Your views on the importance of this location as a gateway would be helpful in making decisions relative to rebuilding or salvaging the wall.



Comments

Let Us Know What You Think!

The appearance of the lighting and signing supports are important elements in the overall design of the project. What is your opinion of the proposed concepts? Do you have a preference?

In the presentation, the retaining walls along I-65 north of Muhammad Ali are shown with a "toe" wall at the foot of the slope. Do you feel that the "toe" wall adds aesthetic value?

The Aesthetic Guidelines recommend the colors to be used on the bridges be light and unobtrusive in order to blend in with the surrounding environment. From a historic perspective, does this concept work? Also, do you see the need for colors to vary with location?

The rustications shown on the bridges and walls will be used consistently throughout the project. What is your opinion on this concept?

As the landscaping concepts are developed for the entire project, do you have any thoughts on how landscaping elements can be tailored to fit the historic contexts of the neighborhoods?

Mr. Jim Segrest questioned the maintenance of the landscaping, he indicated the Project should be very mindful of maintenance and take this into serious consideration. Mr. Bryant indicated it is possible that another entity, other than KYTC, could maintain the landscaping.

Mr. Segrest also asked who would be developing the landscaping plans. Mr. Sutherland responded that Jones and Jones out of Seattle, WA would be providing this service.

Mr. Segrest noted a master plan for landscaping should be developed.

Mr. Segrest asked to receive billboard information from Metro. Ms. Aida Copic said she would send the information to Mr. Segrest.

Ms. Barras inquired if the billboards can be retired in the Project area. Mr. Bryant indicated this can not happen with the Project.

Ms. Brother asked if anything besides noise walls could be used as noise abatement. If so, it should be considered.

The location of construction staging areas was questioned by the KHPAT. Mr. Bryant responded that staging will be determined at a later date.

Mr. Segrest stated the entire stretch of the Kennedy Interchange should have consistency in regards to public art.

Final Comments: Ms. Christa Turner, CTS-GEC

Any comments for consideration by the Co-chairs should be made in writing by the close of business on June 23, 2006.

Ms. Turner also provided a copy of the scheduled meeting dates for the remainder of 2006. They are as follows:

Working Session – July 19, 2006 – 8:30 -12:00pm – Phoenix Hill
July 19, 2006 – 1:00 - 4:30 pm – Butchertown

August 17, 2006 @ TARC

September 18-20 - Regional Smart Growth Conference @ Downtown Marriott

October 19, 2006 @ TARC

December 14, 2006 @ TARC

**Louisville - Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – June 8, 2006
TEAM ATTENDEES**

Co-chairs: Bart Bryant – Kentucky Transportation Cabinet
Janie-Rice Brother – Kentucky Heritage Council

City of Prospect: Ann Simms; Sandra Leonard

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: Christa Turner
David Kroll

SDC 1: Richard Sutherland
Brian Aldridge

SDC 4: Sandy Stevens