

**Louisville Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – September 14, 2004
SUMMARY**

Opening Remarks: Jeff Vlach, CTS-GEC

Mr. Vlach welcomed everyone to the meeting and thanked the KHPAT members for being flexible with the date change. A list of all the tentatively scheduled KHPAT meetings through May 2005, in addition to the October meeting that was previously scheduled, was disseminated. The dates and location are as follows:

12/9/04 – Hyatt Regency at 10:00 am EST
1/27/05 – Hyatt Regency at 10:00 am EST
3/24/05 – Brown Hotel at 10:00 am EST
5/19/05 – Hyatt Regency at 10:00 am EST

Mr. Vlach announced that agendas and summaries from IHPAT meetings would be made available to KHPAT members. Copies from the July meeting were made available at this meeting and requests for copies of past documents should be made to in writing to the Co-chairs to the address listed at the end of this summary.

Project Updates: Co-chair William Gulick, Kentucky Transportation Cabinet (KYTC)

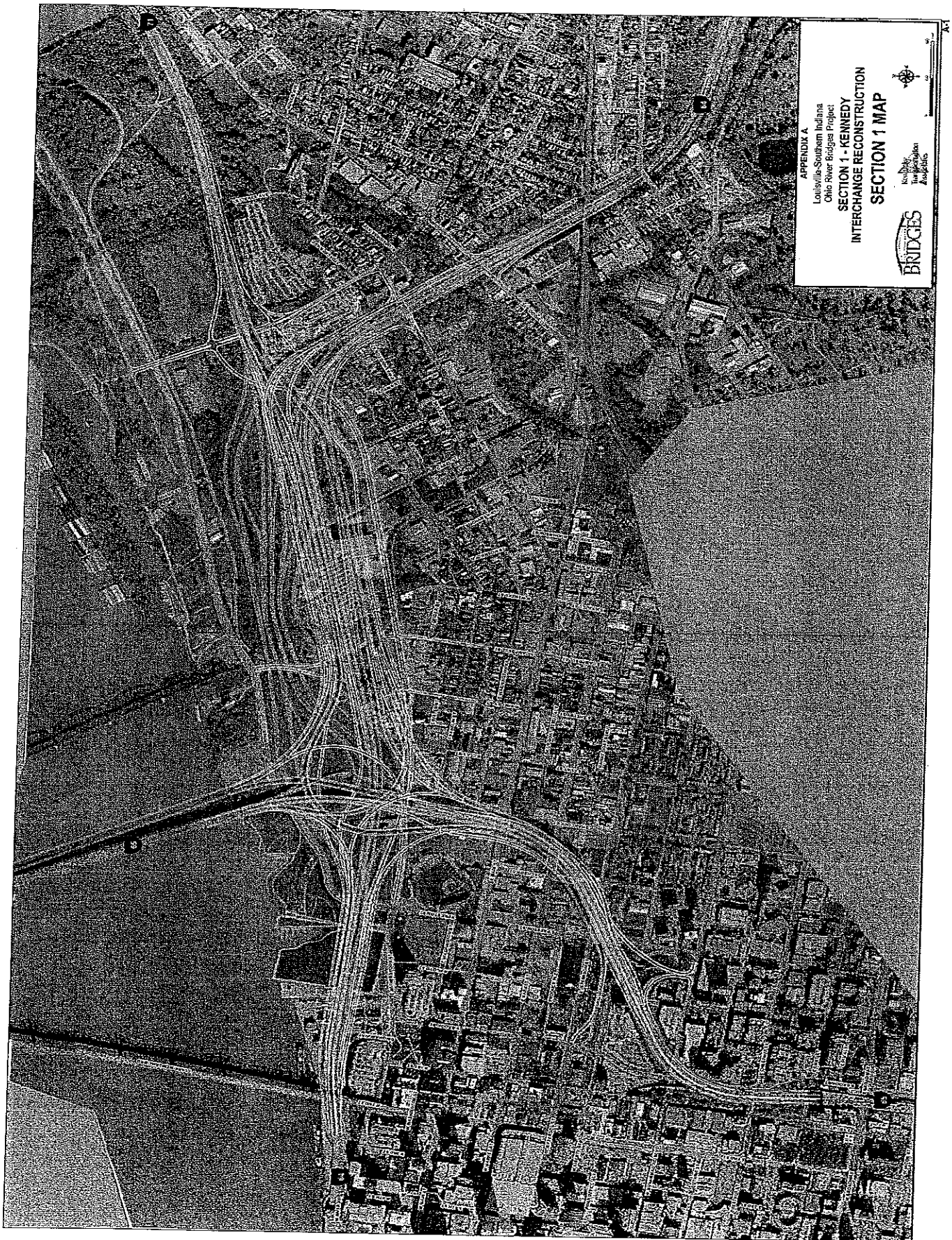
Mr. Gulick announced that Mr. Bart Bryant is the new KYTC Assistant Project Manager for the Ohio River Bridges Project. Mr. Bryant comes from the construction discipline and was the Resident Engineer for the Paris Pike Project. He will start this new position on Thursday, September 16, 2004. He also announced that INDOT and FHWA are close to selecting their new Project Managers as well.

There has been a delay in the selection process of the Bridge Design Consultants (Sections 2 and 5) due to the postponement of assembling the Governors Pool. The pool has now been populated and the selection committee will be announced soon. Mr. Gulick also mentioned that the COURIER JOURNAL recently printed an article that listed firms that are likely to submit proposals for the design teams.

SDC Scope of Work Presentation and Discussion:

Richard Sutherland, Kentucky Transportation Associates – Section 1

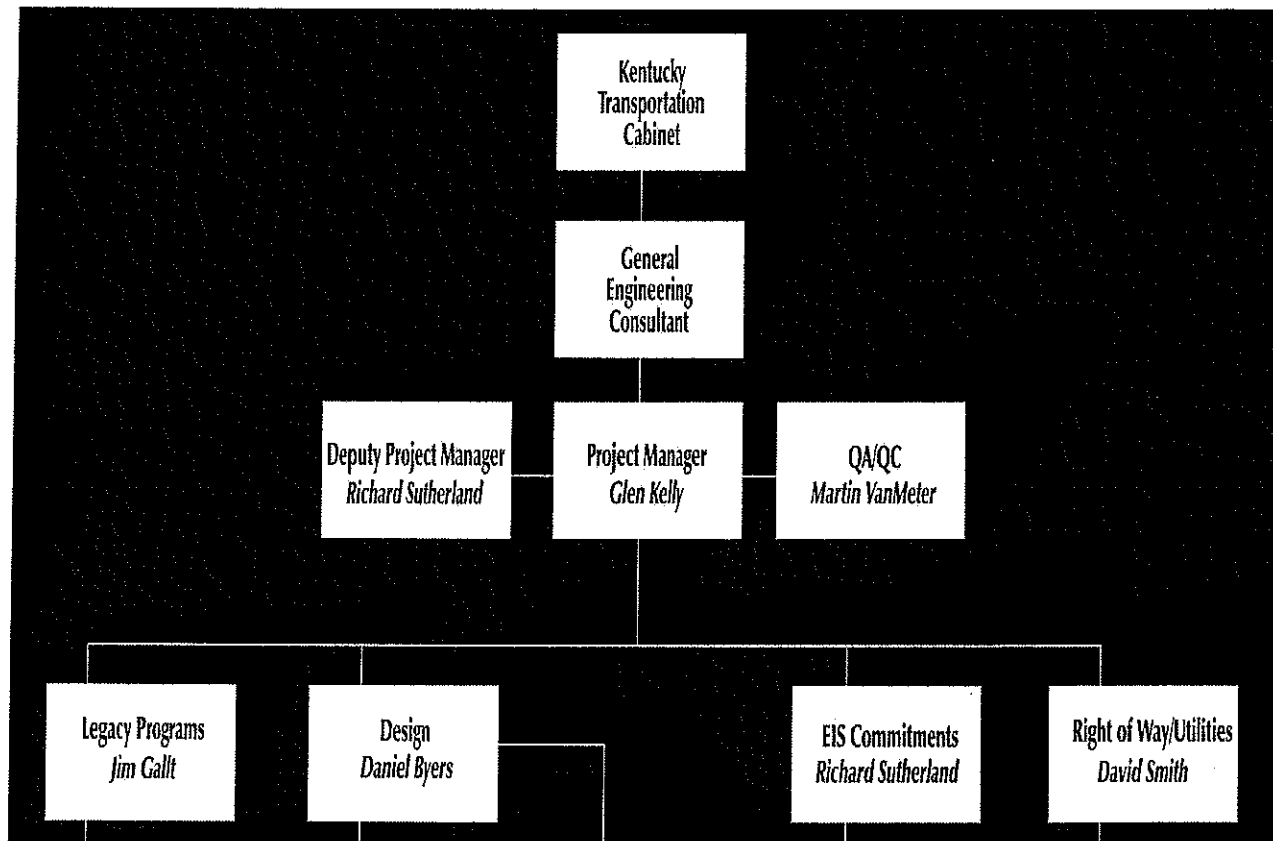
Mr. Sutherland introduced himself and the four core firms that are leading the Kentucky Transportation Associates SDC Team. He outlined their credentials and presented the following graphics and text in his overview of the Section 1 SDC Scope. He began by outlining the area affected by Section 1, which is illustrated on the following map.



SDC 1 Design Team

25 Team Members

- Core team and most subconsultants are Kentucky-based
- 12 firms have Louisville offices
- Many firms have national reputations in highly specialized areas of expertise
- 11 disadvantaged business enterprises (DBE)

Section 1 Design Team Members

- QK4
- American Consulting Engineers
- Palmer Engineering Company, Inc.
- WMB, Inc. Consulting Engineers
- FMSM Engineers, Inc.
- URS Corporation
- Wilbur Smith Associates, Inc.
- ClasSickle, Inc. (DBE)
- Hall-Harmon Engineers, Inc. (DBE)
- Wang Engineering, Inc. (DBE)
- K.S. Ware and Associates, LLS (DBE)
- EHI Consultants (DBE)
- Elizabeth Niemann & Associates, Inc. (DBE)
- Dunaway Engineering, Inc. (DBE)
- KHAFRA Engineering Consultants, Inc. (DBE)
- Photo Science
- United Construction and Design Group, Inc. (DBE)
- Niche Marketing (DBE eligible)
- Brandston Partnership, Inc.
- Robert J. Bernhard, PE
- The Technology Group
- Jones and Jones Architects and Landscape Architects, Ltd.
- Donn E. Hancher
- Northrop Grumman Mission Systems

Contract Duration and Objective

- Current Contract Duration - Two years
- Project objective - Develop right of way plans and a scope of work for final design
- Ultimate objective - Have construction plans in 4 years

Scope Overview

- Work tasks separated into three distinct areas
 - a. General
 - b. Design
 - c. Structures
- Each broken into multiple parts

General

- Context Sensitive Design (CSD) (FEIS Commitments; Public Involvement; Contextual theme development)
- DBE Program (Mentoring; Engineering Scholars)
- Project Controls (IT; Cost Accounting; Scheduling; Project Management)

Design

- Base Data and Surveys (Project split into ten zones/areas; includes utility location; drainage reconnaissance)
- Roadway Design (Design of roadway sections up to approximately 30% completion; studies; geotech)

Structures

- Bridges (Design of structures to preliminary plans; geotech)
- Walls (Design of walls to preliminary plans; geotech)

Interaction with KHPAT

- M.O.A.- Stipulation 1.A.9.c.; d; e; f; g; h
Requires SDC scopes to be reviewed by KHPAT at various stages

Historic Preservation Planning Coordination

- SDC and GEC (Ratio) held early scope identification and coordination meetings

- The two groups are scheduling joint meetings where possible
- Meetings held concurrently include Phoenix Hill; Butchertown; and Metro

FEIS Commitments

- The Section 1 Design Consultant has the responsibility to implement the commitments made in the Record of Decision
- The GEC will monitor activities to ensure compliance

SDC 1 FEIS Commitments Plan

- Organize team to emphasize the importance of meeting the commitments
- Identify each commitment
- Work with affected entities to develop plan to resolve each commitment
- Implement the plan

SDC 1 Team members involved in meeting FEIS Commitments

- QK4 – Design, FEIS Commitments, Environmental Mitigation, Streetscaping
- American Consulting Engineers – Design, FEIS Commitments, Context Sensitive Solutions, Visualization
- WMB – Design, FEIS Commitments, Environmental Mitigation
- Palmer – Design, FEIS Commitments, Environmental Mitigation
- Robert J. Bernhard, PE – Quiet Pavement Applications
- Jones and Jones – Landscaping - (*Paris Pike*)
- Rosales Gottemoeller & Associates, Inc. – Structure Aesthetics, Visualizations (*Woodrow Wilson Bridge, Bunker Hill Bridge*)
- Brandston Partnership – Lighting Concepts - (*Statue of Liberty Lighting*)
- The Technology Group – Noise Abatement
- URS – Structure Design, Visualizations

Identification of Commitments

- Many hours spent reviewing the R.O.D. and M.O.A.
- Each commitment has been listed
- These commitments discussed with Butchertown and Phoenix Hill in coordination with Ratio

Meeting the Commitments

- Second meeting with Butchertown and Phoenix Hill will be to discuss specific plans to meet the commitments
- Result of the meetings will be to reach consensus that the SDC has a solid plan to address each commitment

Incorporating Details into the design of the interchange

- Results of HPP's will be used to develop design guidelines
- Context-sensitive design details will be developed collaboratively
- KHPAT will also be involved in review of details at the appropriate design review stages

Butchertown FEIS Commitments

- Develop a HPP
- Develop the Witherspoon Extension
- Embankment North of Butchertown
- Edison House
- Wesley House
- Noise studies for
 - St. Joseph's Church
 - Franklin Street Baptist Church,
 - Marcus Lindsay Methodist Church
 - Grace Immanuel United Church of Christ
- Noise abatement
- Blasting vibration plan
- Grocers Ice and Cold Storage Company
- Mellwood Avenue/Story Avenue Connection Study
- Streetscape improvements
- Traffic calming measures
- Roadway lighting

Phoenix Hill FEIS Commitments

- Develop a HPP
- Roadway Lighting

- Baer Fabrics Co.
- St. John's Church
- Vermont American Building
- Streetscape improvements along Main and Market
- Blasting / Vibration Plan
- Refuge in KY Church
- Interpretive Signage

Environmental Mitigation Issues

- Parks
 - Waterfront Park – Waterfront Impact Reduction Study
 - Extreme Park
- Wetlands
- Endangered Species
- Air/Noise
- Construction Blasting
- Woody Revegetation
- Traffic Control

Comments added during the discussion:

After much discussion about the funding and land that KYTC agreed to transfer to Louisville Metro Government for use by the Waterfront Development Corporation (WDC) in the Record of Decision (ROD), Mr. Gulick said that he will get a status report for the next meeting. He added that the planning for this has begun and that he will invite representatives from WDC and Louisville Metro Government to attend a KHPAT meeting and provide an update. The activities for the public use of the 40 – 45 acres will be determined in accordance with this comprehensive study. This requires that the KYTC evaluate the environmental effects of this transfer, which will require approval of the FHWA. Additionally, this transfer will be coordinated with the HPP to be developed for Butchertown, and Stipulation VI. a. of the MOA. This stipulation mandates coordination with the FHWA, SHPOs, Indian tribes and others deemed appropriate by the FHWA, in accordance with 36 CFR 800.3 – 800.7, to determine if historic properties in addition to those identified in MOA Attachment D and through MOA Stipulation IV. will be affected by the project.

The KHPAT members made the request that the HPPs assist in identifying sources of funding for items that were not included in the MOA, such as underground utilities and additional flood protection. It was added that there is an element of flood protection that will be addressed in the city's land use plan for the area specified in the ROD.

Concern was shown for the Mellwood interchange study, which will look at an option for a two-way roadway operation. It was concluded that this will be conducted following the commitments in the Final Environmental Impact Statement (FEIS) and Mr. Gulick reassured the KHPAT members that the purpose of the study will be to find the best solution.

There was conversation about the I-71/Frankfort Avenue interchange. It was determined that unless there is a considerable alteration to the existing interchange it is expected that this segment of the design will undergo the normal public involvement process because of the Context Sensitive Solutions element of the Project. Spaghetti Junction was redesigned to be tolerant of a variety of layouts for I-71. It was emphasized that Clifton, as well as the general public, will be afforded the opportunity to provide input on the new I-71 ramp access to Frankfort Avenue.

Items that were identified as time critical for the design process and will be needed for the immediate need mitigation report will be guiding principals for the aesthetic planning, noise, lighting, and traffic circulation.

Jerry Leslie, Lochner Design Team – Section 4

Mr. Leslie introduced himself and the core firms that are leading the Lochner Team. He outlined their credentials and presented the following graphics and text in his overview of the Section 4 SDC Scope. It was noted to Mr. Leslie that the boundaries of Belleview on the opening slide of the presentation were incorrectly drawn. The boundaries, as shown, were of the deeded property and not the boundaries of the historic property as identified on the National Register of Historic Places

PROJECT STAFFING

Louisville Bridges East End Design
Extension of I-265 from I-71 to Proposed Ohio River Bridge
Item No. 5-118

KENTUCKY TRANSPORTATION CABINET

BILL GULLICK, P.E.
GEC
CTS

PRINCIPAL IN CHARGE
CHUCK CRAYCRAFT, P.E., HWL

LOCHNER CSD TEAM

JERRY LESLIE, P.E., PROJECT MANAGER, HWL

RANDY ESSEX, P.E., HMM

CHRIS AMOS, B&A*

JIM KLEIN, LK

MICHAEL JONES, P.E., V&M

ED HOLMES DBE COORDINATOR*

PAUL NOLTEMAYER, ADI*

WARREN JULG, P.E., GRW

QUALITY ASSURANCE TEAM

JOE ALLEGRO, P.E., HWL

TOM NEYER, P.E., HWL

TIM NEUMAN, P.E., CH2

NICK MELTON, P.E., V&M

ENVIRONMENTAL/CULTURAL/**HISTORIC RESOURCES**

CHRIS AMOS, B&A*

CHARLES RATH, JMA

DAVE ZAWADA, P.E., HWL

THIRD ROCK CONSULTANTS*

STRUCTURE DESIGN

CHUCK CRAYCRAFT, P.E., HWL

JOHN FAULKNER, P.E., HWL

SCOTT COX, P.E., HWL

TUNNEL

RANDY ESSEX, P.E., HMM

DESIGN

HMM

SYSTEMS

HMM/HDDS/TLI

**MAINTENANCE AND
OPERATIONS CONSULTING**

V&M

ROADWAY DESIGN

DEBBY TAYLOR, DEPUTY
PROJECT MANAGER

ROADWAY

BILL HELPHINSTINE, P.E., HWL

WARREN JULG, P.E., GRW

RICHARD GUIDI, P.E., GRW

HDDS, INC.*

TONI LEVY, INC.*

RIGHT OF WAY ACQUISITION

V&M

UTILITY RELOCATION

GRW

TRAFFIC

HWL

DRAINAGE

SHAWN MCLEMORE, P.E., HWL

MIKE MAYER, P.E., HWL

LANDSCAPE DESIGN

JIM KLEIN, LK

ELISABETH LARDNER,
LK

GEOTECHNICAL

FMSM, INC.

KSW, LLC*

SURVEYING

HHE*

AERIAL SURVEYING

GRW, INC.

ORGANIZATIONAL CHART KEY

*Denotes DBE/SBE/SBA Team Member

HHE: Hall Harmon Engineers*

TFC: Third Rock Consultants, LLC*

B&A: Barry & Amos*

KSW: K. S. Ware & Associates, LLC*

HDDS: HDDS, Inc.*

ADI: Advanced Digital Imaging*

TLI: Toni Levy, Inc.*

V&M: Vaughn & Melton Consulting Engineers

HMM: Hatch Mott MacDonald

GRW: GRW, Inc.

LK: Lardner Klein, PSC

FMSM: Fuller, Mossbarger, Scott & May Engineers, Inc.

JMA: John Milner & Associates

CH2: CH2M Hill

HWL: H. W. Lochner, Inc.

SDC-4 Project Scope

- Context Sensitive Design
- Public Involvement
- Endangered Species
- Erosion Control
- Air Pollution
- Noise
- Timing of Construction Activities
- Construction Blasting and Vibration
- No-work zones
- Woody Revegetation
- Water Pollution
- Permits
- Tunnel Design, Construction and Operation
- Traffic Control
- Right-of-Way

Historical, Cultural and Archaeological Resources

- Cultural Landscapes
- Noise Abatement
- Roadway Lighting
- Blasting and Vibration
- Interpretive Signage

SDC-4 Project Schedule

Notice to Proceed	June 17, 2004
Preliminary Plans	April 2006
Right of Way	November 2006

The following graphic shows the Lochner Team as being involved in three of the top twelve "Better Transportation Projects."

The Road to Better Transportation Projects:

PUBLIC INVOLVEMENT AND THE NEPA PROCESS

Executive Summary	2
OREGON, <i>Mt. Hood Corridor Study</i>	4
NEVADA, <i>Hoover Dam Bypass</i>	5
MONTANA, <i>US-93</i>	6
COLORADO, <i>I-70</i>	7
WISCONSIN, <i>Highway 26 Bypass</i>	8
MICHIGAN, <i>US-23</i>	9
→ KENTUCKY, <i>Paris Pike</i>	10
→ FLORIDA, <i>Alligator Alley</i>	11
OHIO, <i>US-24</i>	12
→ VIRGINIA, <i>Route 50 Corridor</i>	13
RHODE ISLAND, <i>Route 403</i>	14
MASSACHUSETTS, <i>Route 146</i>	15

ACKNOWLEDGEMENTS

This project was made possible through the hard work of many Sierra Club and NRDC volunteers, interns, and staff, including:

Research, Writing, and Editing

Neha Bhatt, Laura Bruce, Anne Jakle, Sarah Levin, Deron Lowas, Eric Olson, Rosalie Wagner

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This report has been funded by a grant from The Sierra Club Foundation.



Comments added during the discussion:

Items that were identified as time critical for the design process and will be needed for the immediate need mitigation report are related to right-of-way issues.

There was discussion about the Ohio River bridge drainage system that is called for in the ROD. It was concluded that the location for this has yet to be determined and that it will be designed as a natural system as opposed to a plant facility. Bridge deck runoff shall be collected within a drainage system that includes bridge-deck drains and storm sewers that will transport runoff to the Kentucky end of the bridge. Storm sewers shall be connected and runoff emptied into a storage area designed to hold the one-hour peak discharge for a 100-year storm event. The storm water will then either be released to a surface drainage system or pumped into trucks and transported to a facility approved to receive such contents. Additional coordination with the KHPAT through the BSHCT concerning the location of the surface drainage system will be initiated as an element of the Lochner (team) work tasks.

Additionally, once determined, the location of the surface drainage system will be evaluated for potential effects on historic properties.

Mr. Leslie invited everyone to attend the Paris Pike tour that Lochner will be hosting at the 2004 National Trust Conference.

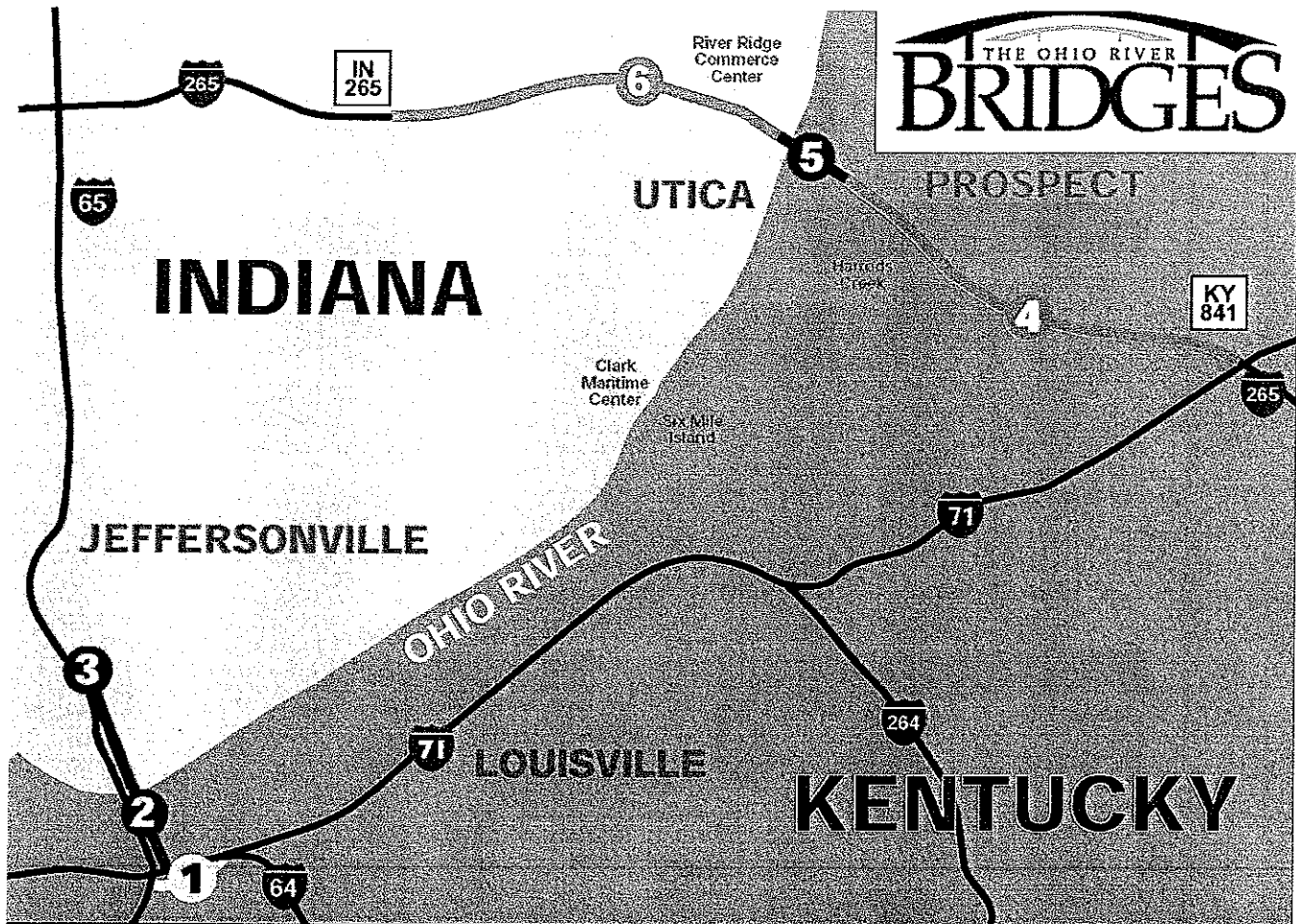
Following these two presentations, MOA Stipulation I.A.9.c. was satisfied for the Kentucky SDCs. This stipulation states:

The respective co-chairs will convene additional meetings at the following times to review plans, comment, and make specific recommendations regarding Project design scopes of work and details for consideration by the Bi-State Historic Consultation Team;

c. Prior to the development of the scope of work for design consultant services on individual Project sections;

Public Involvement Process: Richard Cary-Brown, Project Manager CTS-GEC

Mr. Carey-Brown notified the KHPAT members that letters are expected to be mailed within the next few weeks to specific community groups, some of which will be HPAT members, to invite them to participate in Area Advisory Teams (AAT) or the Regional Advisory Committee (RAC). In light of this, he gave a brief overview of the Project Public Involvement Process by going over the following information.



BUILDING NEW BRIDGES

THE RECORD OF DECISION

Authorized two new bridges and a rebuild of the Kennedy Interchange (Spaghetti Junction)

WHAT'S HAPPENING NOW

DESIGN PHASE

NEXT STEPS

Right of Way

Utility Relocation

Construction

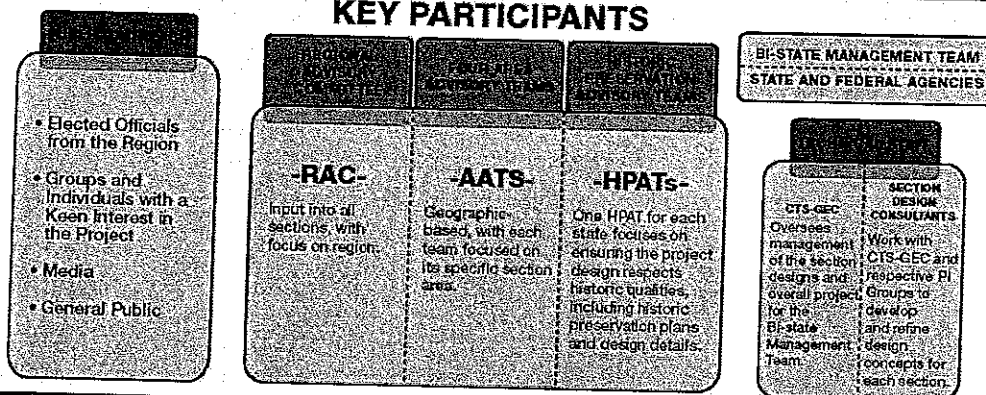
SIX DESIGN SECTIONS

- ① Kennedy Interchange
- ② Downtown Bridge
- ③ Downtown Indiana Approach
- ④ East End Kentucky Approach
- ⑤ East End Bridge
- ⑥ East End Indiana Approach

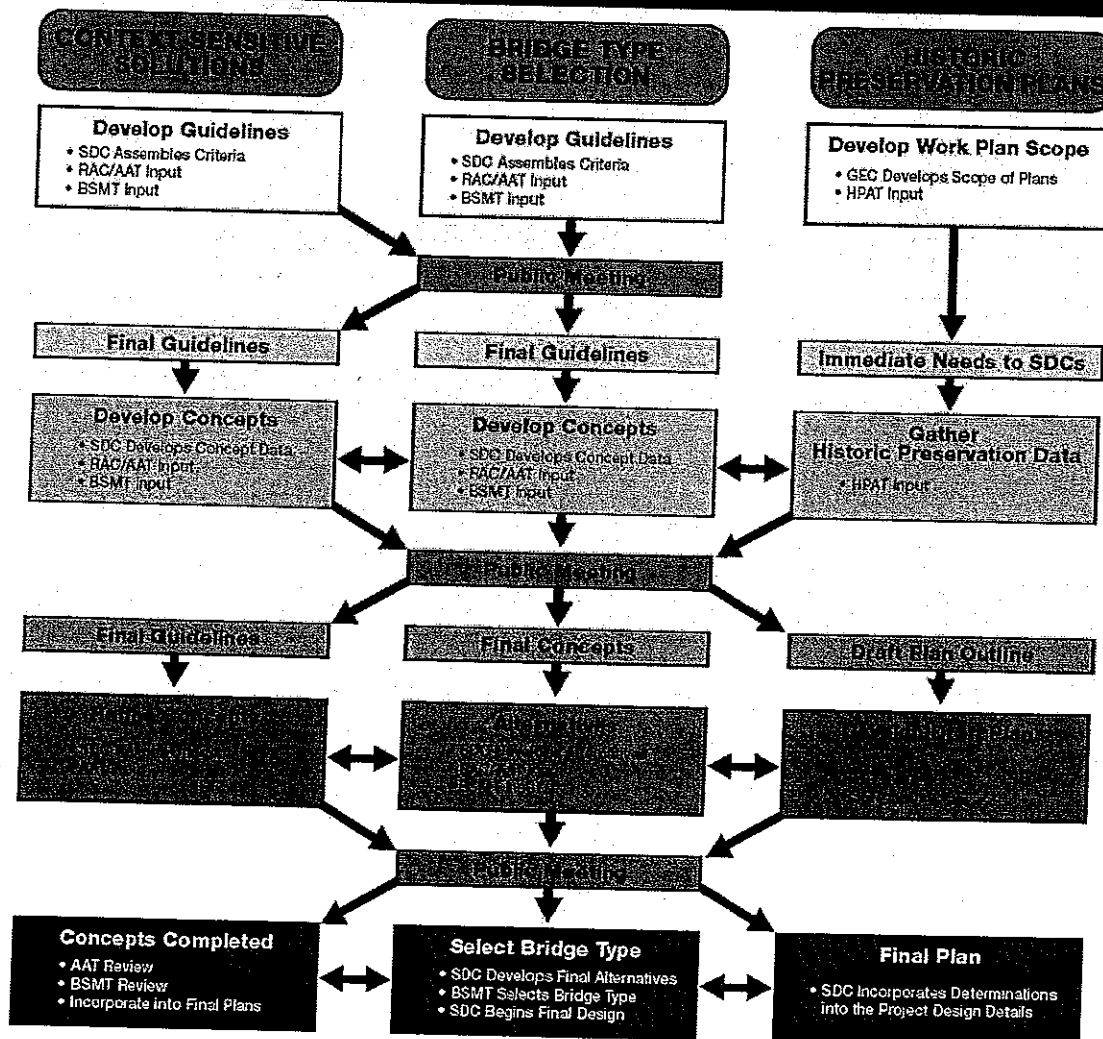
THE OHIO RIVER BRIDGES

PUBLIC INVOLVEMENT

KEY PARTICIPANTS



THE PROCESS



Context Sensitive Solutions

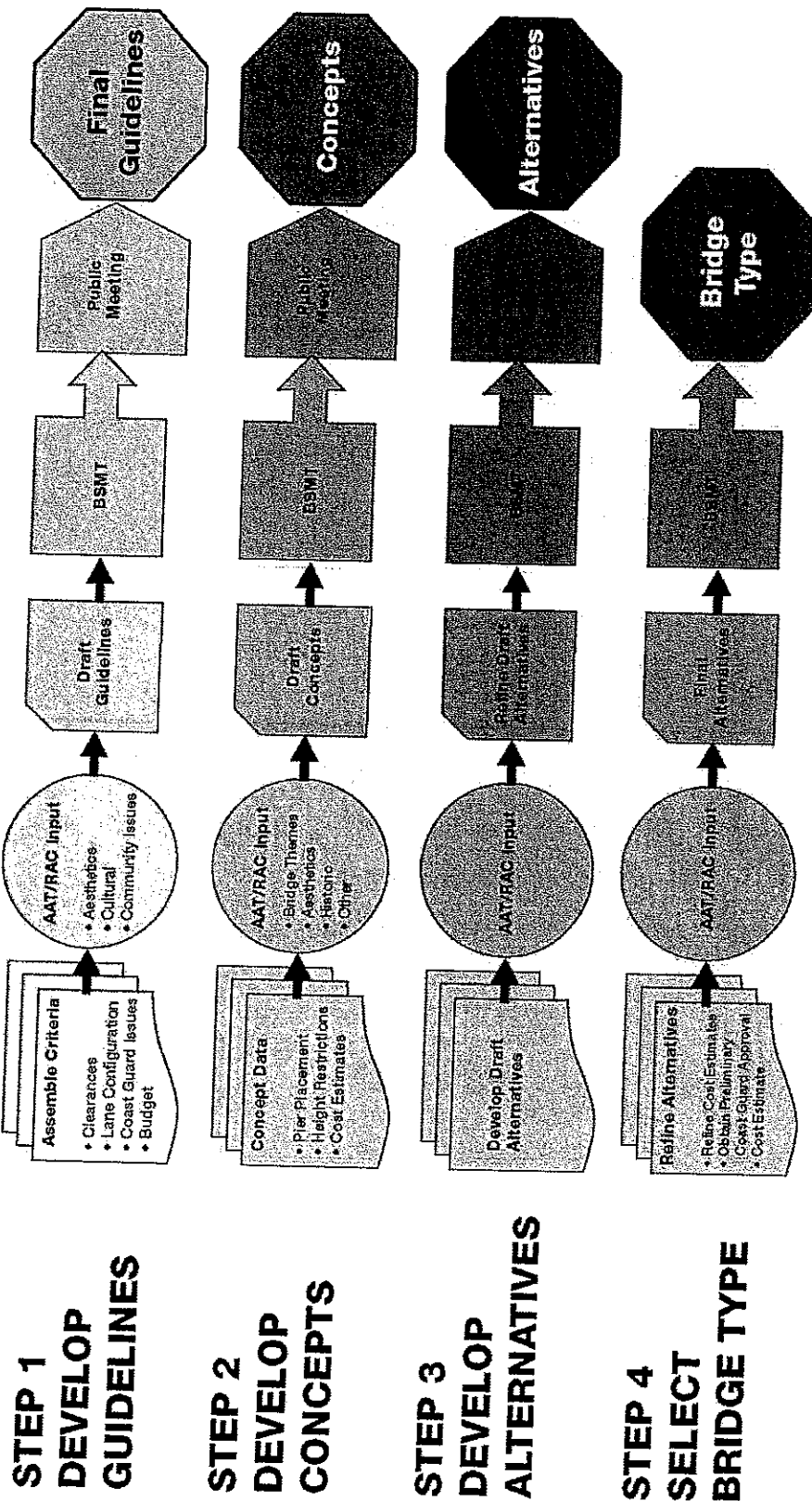
- Role of CTS-GEC
 - Facilitation of the process
 - Organization of the AAT meetings
 - Coordination with SDCs
- Role of the Section Design Consultants
 - Interaction with AAT members
 - Production of design details
 - Graphics and presentations at meetings

Bridge Type Selection Process

- Role of CTS-GEC
 - Facilitation of the process
 - Organization of AAT/RAC meetings
 - Coordination with SDCs
 - Verification of constructability
 - Verification of budget compatibility
- Role of the Section Design Consultants
 - Interaction with AAT and RAC members
 - Production of design concepts
 - Graphics and presentations at meetings



BRIDGE TYPE SELECTION



Preservation Conference Exhibit Presentation: Michael Matts, Director of Historic Preservation and Planning

MOA stipulation II.P.3.

In consultation with the FHWA, ACHP, KYSHPO, Indian Tribes, and the KHPAT, KYTC will develop an exhibit for display in the museum to be established at the Trolley Barn. The exhibit will showcase local history and the historic properties identified during the Project within a regional context and educate visitors about the Federal regulatory process. KYTC will make every effort to have the exhibit completed so that it can be presented during the National Trust for Historic Preservation Annual Conference to be held in Louisville in 2004. a. KYTC will ensure that the exhibit is prepared by a professional in the development of museum exhibits. b. During its preparation, KYTC will ensure that the parties shall have opportunities to review and provide comments on the proposed exhibit.

Per this stipulation, CTS has been preparing concepts for the exhibit, which will ultimately reside in the Trolley Barn (per the MOA stipulation). It was the decision of the BSHCT to present a draft display at the 2004 National Trust Conference and receive input from the conference attendees. Comments received from the conference will be used in the preparation of the permanent exhibit to be housed at the Trolley Barn. The exhibit will be displayed in the American Life Building during the conference to attract both a national and local audience. The KHPAT members were allotted time to review the display and the general consensus was that the display content was accurate and that the presentation was of a good, professional quality.

Final Comments: Jeff Vlach, CTS-GEC

As of September 20, 2004 CTS will be relocated into a new office. The new contact information is as follows:

Forum Office Park III
305 Hurstbourne Parkway, Suite 100
Louisville, KY 40222

Telephone No.: 502-394-3840
Fax No.: 502-426-9778

The next KHPAT meeting is scheduled for October 28, 2004 at 10:00 am EST at the Brown Hotel. Any comments for consideration by the Co-chairs should be made in writing by the close of business on October 6, 2004 to the address below:

Kentucky Historic Preservation Comments
P.O. Box 43118
Louisville, KY 40253-0118

or Kentucky@hpat.net

**Louisville Southern Indiana Ohio River Bridges Project
Kentucky Historic Preservation Advisory Team
Meeting – September 14, 2004
TEAM ATTENDEES**

Co-chairs: William Gulick – Kentucky Transportation Cabinet
Craig Potts (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

Phoenix Hill Association, Inc.: Steven Kersey

River Fields, Inc.: Leslie Barras and Meme Sweets Runyon

CTS – GEC:

Richard Cary-Brown
Jeff Vlach
Chad Costa
Christa Turner
David Kroll
Michael Matts
Mike Striker
Kerri Cokeley

SDCs: Richard Sutherland (Kentucky Transportation Associates)
Jerry Leslie (Lochner Team)