

**Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – October 27, 2004
SUMMARY**

Opening Remarks: Jeff Vlach, CTS-GEC

Mr. Vlach opened the meeting and informed all the attendees that the September KHPAT meeting summary and agenda were available upon request. He then asked everyone at the meeting to introduce themselves and the entity they represent.

Project Update:

Introduction of INDOT Project Manager: Co-chair Mary Kennedy, INDOT

Mrs. Kennedy introduced Mr. Ed Cox, the recently appointed INDOT Project Manager for the Project. Mr. Cox has worked in the INDOT Seymour District and has spent the past four years as the Greenfield District Traffic Engineer. Mr. Cox is currently working at the INDOT Falls City Subdistrict and at the Indianapolis INDOT Office. His contact information is as follows:

Ed Cox, Project Manager, INDOT
5701 Highway 31
Clarksville, IN 47129
Phone: 812-282-7493 Fax: 812-282-3497
Indianapolis Phone: 317-232-5538

ECOX@indot.state.in.us

Colston Park Remote Sensing Update: Don Miller, Archaeologist, CTS-GEC

Since the last meeting, preliminary metal detection and mapping of an approximate 1-acre area within Colston Park in Jeffersonville, Indiana was undertaken to determine the feasibility of further subsurface imaging using noninvasive electromagnetic means. This investigation was performed to try and locate a probable Civil War cemetery within the Project boundaries. It was determined that due to surface and buried metal items, debris, and noise issues (i.e. electromagnetic interference), noninvasive remote sensing methods are not well suited for the site. Other means will be necessary to identify the location of unmarked graves, if present.

Per MOA Stipulation IV.E., the development of a Treatment Plan for the area will be required if human remains are discovered. Additionally, a development plan, which would be filed with the IN SHPO, will be required should construction occur within 100 feet of the cemetery, if identified. Discussion ensued regarding the extent of the investigation in relationship to the anticipated construction activities associated with the Project. It was determined that the remote sensing report, once received, will be sent to Dr. Rick Jones, State Archaeologist at the IN SHPO, for his review and comment prior to any further investigations.

HPP Status: David Kroll, Director of Preservation, CTS-GEC

Mr. Kroll noted that the HPP Master Schedule has been revised to reflect the new projected completion date for the Immediate Needs Reports. These documents were disseminated for review and are included with this summary.

Kentucky updates:

Development of the Phoenix Hill and Butchertown HPPs will begin immediately with the Immediate Needs Reports expected to be available to SDC 1 by February 28, 2005. The date for completing the Immediate Needs Report for the Country Estates Historic District/River Road Corridor HPP has not been set, but it is expected to have a delivery date of February 28, 2005 as well.

Indiana updates:

The Old Jeffersonville Historic District HPP is anticipated to begin in March 2005, after the Immediate Needs Reports are published for the Kentucky side. The HPPs for the rural sites in Indiana are expected to start after the initiation of the Old Jeffersonville Historic District plan, with the James Smith Farm HPP projected to begin next summer.

A question was raised about the public involvement process. Mr. Fritz explained that CTS is expecting to send out invitations to community members to participate in interactive public meetings for the Kentucky plans. The meetings are expected to be held in an open house format to be followed by workshops to get direct input from the community members. The initial kick-off meetings will primarily address the issues in the MOA.

SDC Scope of Work Presentations and Discussion:

Aaron Davenport, Director of Environmental Services – SDC Section 3

Mr. Davenport introduced himself and outlined the credentials of this design team. He presented the following graphics and text in his overview of the Section 3 SDC Scope.

The goal of the SDC 3 Team is to:

- Prepare a design for the Section 3 approach to the Louisville Southern Indiana Ohio River Bridge that meets the overall purpose and need of the project in improving the cross-river mobility between Jefferson County, Kentucky and Clark County, Indiana.
- Prepare a design that is compatible with the historic preservation needs of the area.
- Work closely with
 - INDOT
 - Bi-State Management Team
 - Bi-State Historic Consultation Team
 - CTS-GEC
 - Indiana Historic Preservation Advisory Team
 - Area Advisory Team
 - Regional Advisory Committee
 - KHPAT (With regards to the north pylons on the George Rogers Clark Memorial Bridge)
- Implement necessary and/or appropriate mitigation measures to the proposed roadway and bridge designs that will ultimately lead to a design that incorporates treatments that are sensitive to the historic culture and contextual landscapes.

SDC 3 DESIGN TEAM

Project Manager-Coordinator
Steve Weintraut, PE – Butler, Fairman and Seufert, Inc.,

Assistant Project Manager
Abe Swidan, PE – JSE

Context Sensitive Design
Phil Kuntz, PE – JSE

Information Technology
Michael Mang – BFS

Quality Control
Hasmukh Patel, PE – JSE (Manager)
Ross E. Snider, PE – USI
James Hamilton, PE – BFS

Public Meetings – Involvement
Judith Brown – Blalock & Brown

Route Survey	Highway Design & Drainage	Bridge Design	Traffic Design	Right-of-Way	Environmental & Noise Abatement	Utilities – Permits & RR	Construction Phasing
Manager Mark A. Schepers, LS (USI)	Manager Julie Thurman, PE (JSE)	Manager Mike Eichenauer, PE (BFS)	Manager Dennis Cobb, PE (FGE)	Manager Randy Willing (FGE)	Manager Aaron Davenport (BFS)	Manager Greg Wendling, PE (USI)	Manager Melissa Effinger, PE (JSE)
Mark Neal, LS (BFS) Jim Smale, LS (USI) Specialty Subconsultant Spectrum Mapping, LLC	Dan Issacs, PE (BFS) Charles Sims (FGE) Melissa Effinger, PE (JSE) Nicole Hipp, PE (USI)	John Mauser, PE (JSE) Mike Halteman, PE (USI) Mike Obergfell, PE (USI)	Tom Schenck, PE (FGE)	Douglas Herendeen LS (BFS) Don West, LS (USI)	Julie Mauser (JSE) Specialty Subconsultants Khafra, Inc. Rosales Gottmoeller & Assoc. Claire Bennett Assoc.	Nicole Hipp, PE (USI) Specialty Subconsultant Sandra Jones Tampa Bay Engineering	Matt Larrabee, PE (BFS)



Scope Overview Within the SDC 3 Team

- Project Management
- Quality Control
- Context Sensitive Design
- Information Technology
- Survey
- Highway Design and Drainage
- Bridge Design
- Signage / Lighting
- Right of Way
- Traffic Design
- Environmental Mitigation (Includes MOA Commitments)
- Utilities, Permits and RR
- Construction Phasing
- Public Meetings

Interaction with IHPAT

Memorandum of Agreement Stipulations 1.A.9.c, d, e, f, g and h requires SDC 3 Team to interact with IHPAT at:

1. Prior to the development of the scope of work for Section 3.
2. Prior to the preliminary plan field check inspections.
3. After preliminary plans are revised to incorporate field check comments.
4. Prior to the design approval and commencement of R/W acquisition.
5. Prior to the final plan submittal.
6. After final plans are completed, to report on how comments were addressed.

Historic Preservation Planning Coordination

- SDC 3 Team Members have met with CTS-GEC to coordinate historic preservation with proposed design.
- Additional meetings will be held, when appropriate, to follow up on project related needs.

FEIS Commitments

- Record of Decision commitments will be identified for each design team member.
- SDC 3 Team will be responsible to ensure Record of Decision commitments are implemented while meeting Project goals.
- CTS-GEC will monitor design activities to ensure compliance.

And

- Coordinate mitigation measures between SDC 3 Team, IHPAT, BSHCT, and BSMT.
- Implement plans developed.

Environmental Commitments SDC 3 Team Members Responsibilities

- Butler, Fairman and Seufert, Inc. (BFS) Lead Consultant
Team Project Management, Design, Environmental Mitigation Measures, Quality Control
- Janssen and Spaans Engineering (JSE)
Design, Environmental Mitigation Measures, Context Sensitive Design, Construction Phasing
- USI Consultants, Inc. (USI)
Design, Survey, Right-of-Way, Utilities, Permits, Railroad, Quality Control
- First Group Engineering (FGE)
Design, Lighting, Signage
- KHAFRA, Inc.
Noise Abatement, Environmental Mitigation Measures

- Rosales Gottemoeller & Associates
Corridor Aesthetic Design
- Claire Bennett Associates
Landscaping/Streetscape
- Spectrum Mapping, LLC
Mapping, aerials
- Tampa Bay Engineering
Utilities, Permits and Railroad
- Blalock and Brown
Public Involvement

Identification of Commitments

- In conjunction with the CTS-GEC, Identify and discuss commitments from FEIS, Record of Decision, and MOA.
- List commitments and distribute to SDC 3 Team members

Implementing the Commitments

- Continue coordination with CTS-GEC to implement design needs identified from HPP.
- Coordinate design solutions to noise abatement needs specified in FEIS, MOA and ROD with CTS-GEC and IHPAT members.
- Coordinate context sensitive design solutions with CTS-GEC IHPAT.

FEIS Mitigation Commitments

- Old Historic Jeffersonville:
 - Develop a HPP
 - Noise Abatement
 - Context Sensitive Design Solutions
 - Streetscape
 - Lighting
 - Blasting / Vibration Plan
 - Relocation of 5 impacted houses
 - Timing of construction activities
 - Highway Signage Plan
- Colgate-Palmolive Historic District:
 - Interpretive Signage
 - Vegetative Screening
- Ohio Falls Car and Locomotive Company Historic District:
 - Interpretive Signage
 - Blasting / Vibration Plan
 - Vegetative Screening

- George Rogers Clark Memorial Bridge
 - Relocate pylons, if necessary

Comments added at the meeting:

It was clarified that the relocation of the George Rogers Clark Memorial Bridge pylons is likely, due to the impact of the redesign of the bridge approach. If the pylons are determined to be affected, mitigation will need to be addressed.

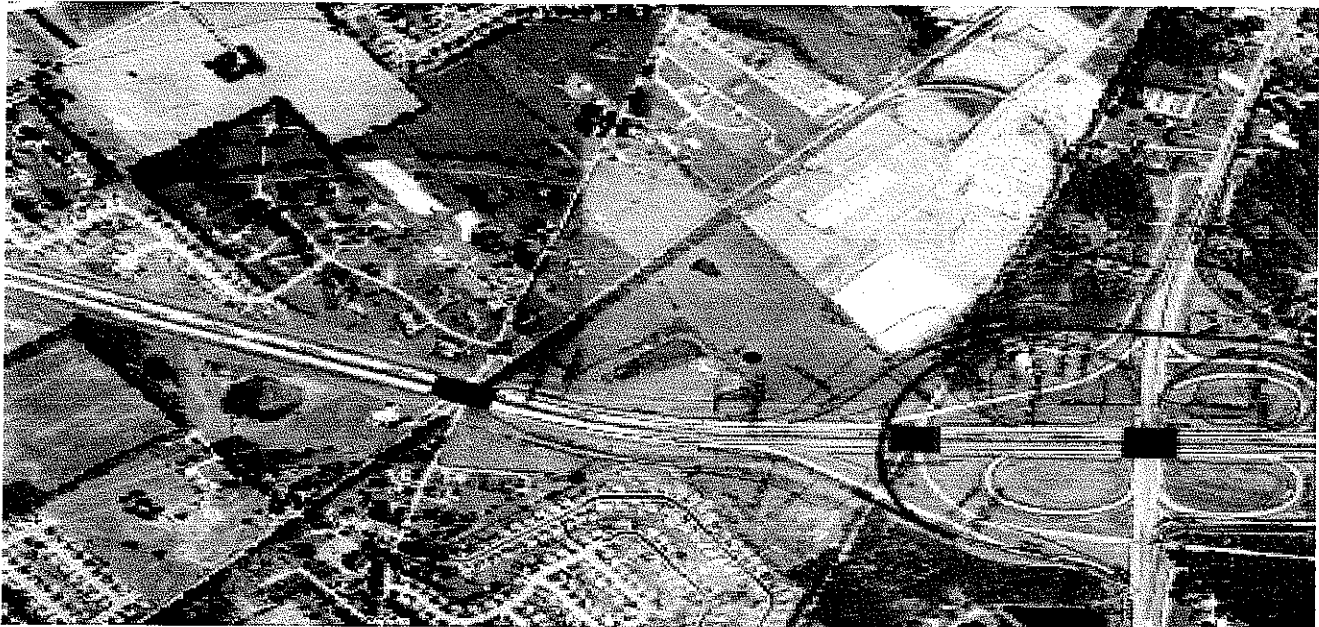
A question was raised about the National Register nominations for the Colgate-Palmolive Historic District and the Ohio Falls Car and Locomotive Company Historic District. It was noted that CTS-GEC is responsible for this task, not the SDC.

It was asked if there is active coordination between Colgate-Palmolive and the SDC concerning the wastewater facility. At this time, coordination is being undertaken by INDOT; SDC 3 is not yet under contract. However, it was noted that any impact to this facility would be minimized because of the significance this company plays in the community as a large employer.

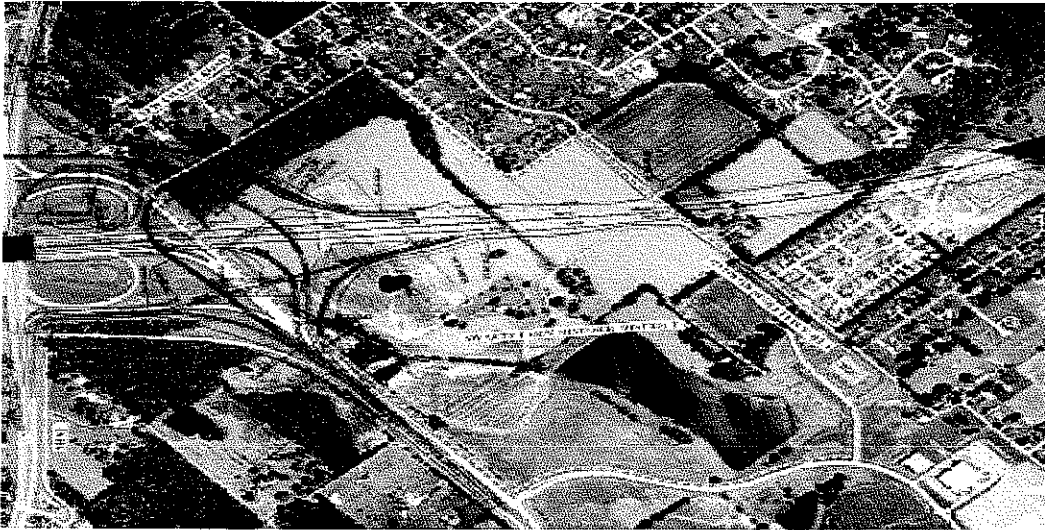
Scott Sondles, Indiana Approach Partners - SDC Team Section 6

Mr. Sondles introduced himself, Ted Givens and Tom Meredith of the Indiana Approach Partners (IAP), SDC 6. They outlined the credentials of their design team and presented the following graphics and text in the overview of the Section 6 SDC Scope of Work.

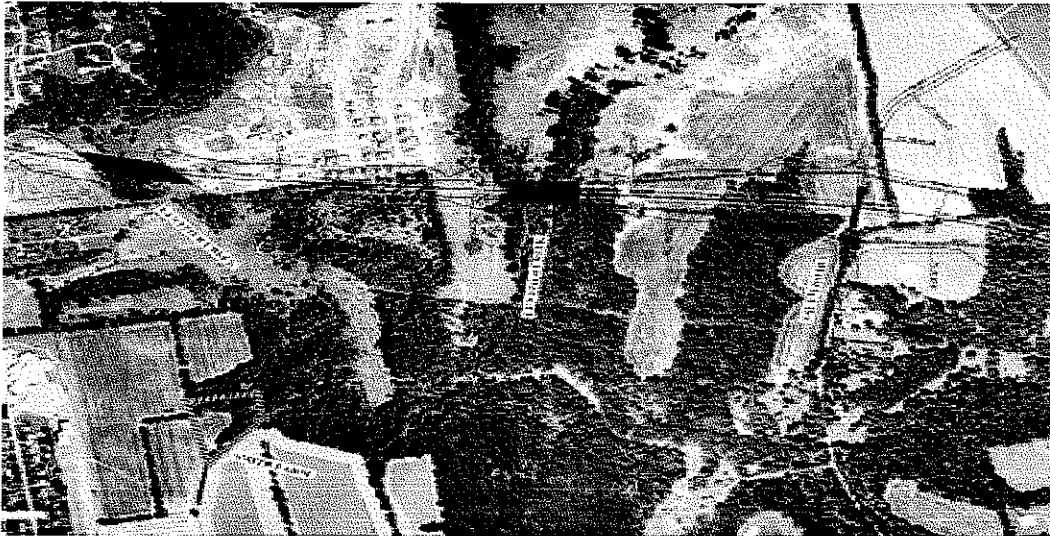
Section 6: West End



Section 6: Swartz Farm Rural Historic District



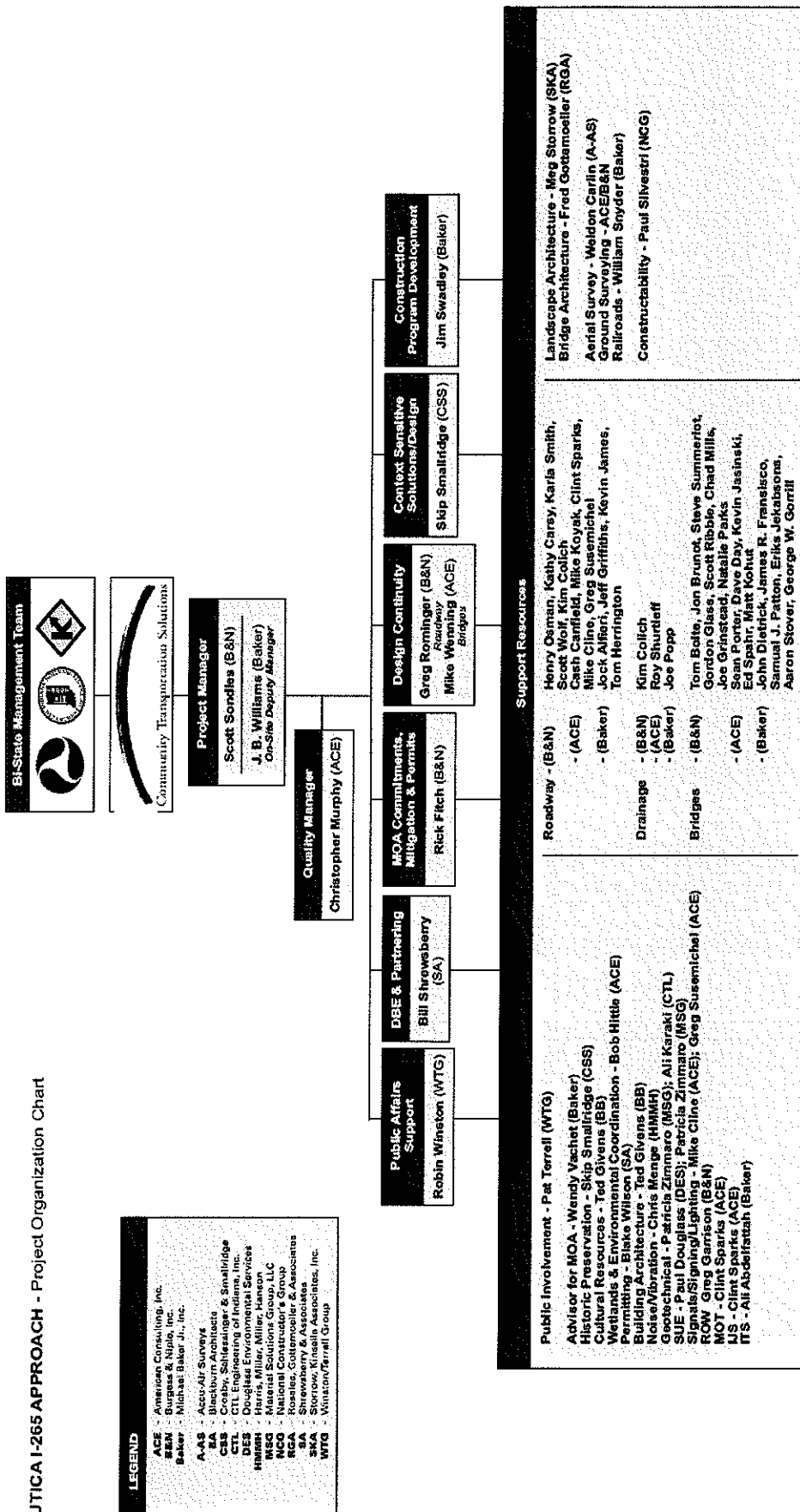
Section 6: Smith Farm and Lentzier Creek Crossings



Section 6: East End



UTICA I-265 APPROACH - Project Organization Chart



Section 6: MOA Mitigation Commitments

- IAP will coordinate, with CTS-GEC and their subconsultants, any mitigation design elements, from the HPP, within the proposed highway right-of-way
- IAP will coordinate noise and excessive light intrusion studies and abatement plans
- IAP will coordinate Context Sensitive Solutions with CTS-GEC through the Public Involvement Program
- IAP will coordinate with CTS-GEC and the IHPAT at 30%, 60%, 90% and Final plan development stages as per stipulation I.A-9

Blackburn Architects

Thomas M. Meredith, architect

- Registered architect
- 30 years practicing preservation/architecture
- Past historical architect for the state of Indiana, state historic preservation office (SHPO)
- Past director of design services for historic landmarks foundation of Indiana (HLFI)
- Consulted on many historic properties throughout Indiana including properties in Jeffersonville and Clark county
- Meets department of the interior's professional qualification standards for historical architect

Swartz Farm Rural Historic District

- Review the thematic context study for agriculture in Clark County with GEC
- Coordinate thematic context study with Design Team
- Review blasting/vibration plan with GEC
- Review documentation of farm with GEC
- Review documentation of Central Passage House with GEC
- Review landscaping plan with GEC
- Participate in all public meetings
- Coordinate Design Team efforts with interested parties

James Smith Farm

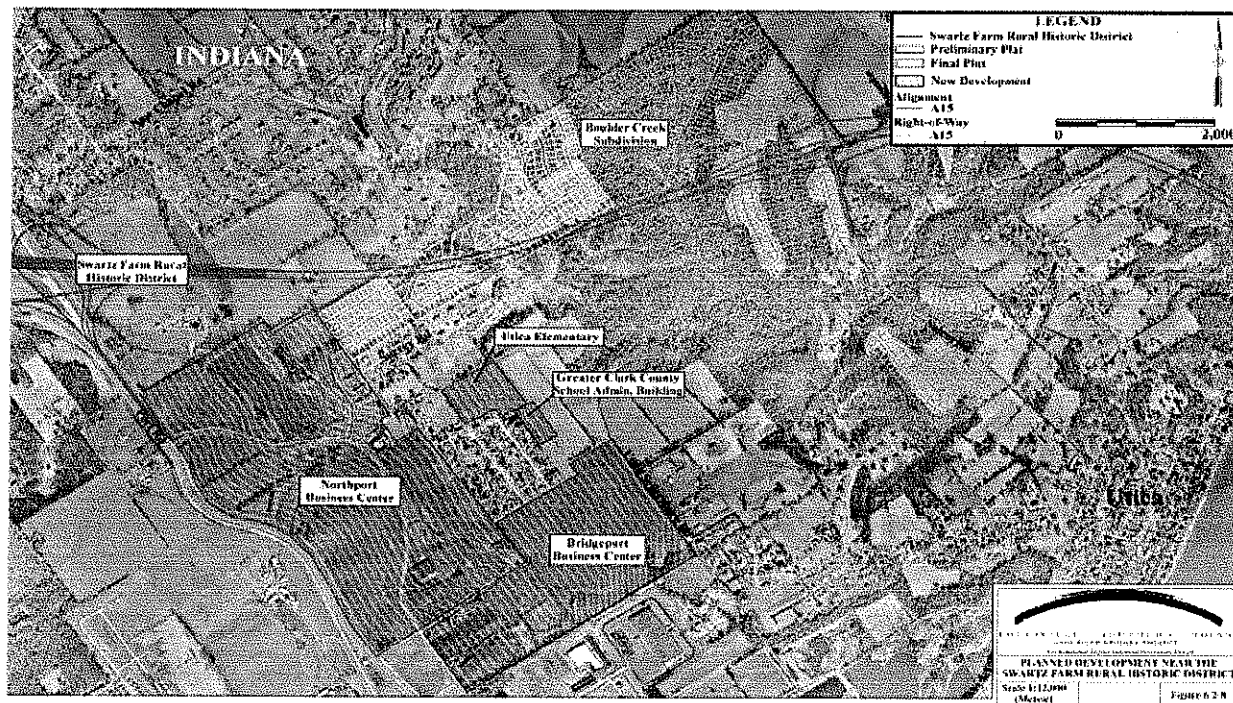
- Review documentation of James Smith Farm with GEC
- Participate in all public meetings
- Coordinate Design Team efforts with interested parties

Utica Lime Kilns

- Review HPP with GEC
- Coordinate HPP with Design Team
- Review Condition Report with GEC
- Review and Coordinate Condition Report with Design Team
- Review blasting/vibration plan with GEC
- Review stabilizations plans with GEC
- Coordinate stabilization plans with Design Team
- Coordinate interpretive marker with Design Team
- Participate in all public meetings
- Coordinate Design Team efforts with interested parties

Lentzier Creek Crossings

- Will be evaluated as part of the environmental commitments, for consideration of wildlife passageways under the new highway
- Wetland delineations and mitigation plan development will be coordinated with GEC

Planned Development Near the Swartz Farm Rural Historic District*Noise Analysis / Abatement*

- Boulder Creek Subdivision
- Brook Hollow Subdivision

Context Sensitive Solutions

- Landscaping and land contouring
 - potential sites include: Swartz Farm, interchanges and along proposed pedestrian trail/bikeway
- Structural treatments
 - examples: bridge piers, retaining walls, sound barrier walls, signage and lighting supports

Following these two presentations, MOA Stipulation I.A.9.c. was satisfied for the Indiana 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;

Other Comments and Concerns: Mary Kennedy and John Carr, Co-chairs

A question was raised about the new bridges being designed to accommodate light rail. It was stated that both the new bridges will accommodate pedestrian pathways, however, an extensive light rail analysis, which was conducted as part of the EIS process, showed that there was not enough ridership to justify the investment. It was noted that this analysis was coordinated with the Transportation Authority of River City (TARC) and the design of a Second Street light rail connection was determined more feasible and is their preferred alternate.

It was asked if a bicycle path on the Big Four Bridge would be included as a part of the Project. It was noted that due to the constraints of federal funding for the Project, such an undertaking such is very unlikely, if possible at all. It was recommended that the Green Way Development Commission might be a better resource for the community to pursue funding for a Big Four Bridge bike path.

A request was made for a list of Project related acronyms to be provided to the IHPAT members. This requested list is attached hereto.

Updates were given on the following tasks:

Since the last meeting, CTS-GEC met with Mr. Hyun Lee, Clark County Engineer, to inform him of the preservation issues relating to the limekiln adjacent to Upper River Road. At this meeting, Mr. Lee informed CTS-GEC that the town of Utica has annexed this segment of the road. As such, this segment of Upper River Road is the responsibility of the town, rather than the County. Contact with the town of Utica has not yet been initiated to discuss this issue.

The SDCs for Section 2 and Section 5 (Ohio River Bridges) have not yet been selected. It is anticipated that the announcement of their selection will be in November.

INDOT is currently trying to acquire the Train Depot and hopes to make an offer in spring 2005. If it is acquired, the building will be restored and offices will be located there for the remainder of the Project.

The Indiana Ombudsman has yet to be selected. The hiring and announcement of this person is expected to be soon.

It is expected that there will not be a contract for the Indiana SDCs to begin work until March 2005. This task is actively being pursued.

The Co-chairs opened up the discussion to the audience:

Ms. Leslie Barras showed concern for the limekilns and recommended that the IHPAT members take interim actions to preserve the integrity of the kilns. She also shared that the new American Association of State Highway and Transportation Officials (AASHTO) Context Sensitive Design Manual has been published and she recommended that the members consider purchasing it.

Final Comments: Jeff Vlach, CTS-GEC

The next IHPAT meeting is scheduled for December 8, 2004 at 10:00 am EST at Kye's in Jeffersonville (since this time, this meeting has been canceled; the next meeting will be January 26, 2005 at Kye's). Any comments for consideration by the Co-chairs should be made in writing by the close of business on November 12, 2004 to the address below:

Indiana Historic Preservation Comments
P.O. Box 4084
Jeffersonville, IN 47131-4084

or Indiana@hpat.net

**Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – October 27, 2004
TEAM ATTENDEES**

Co-chairs: Mary Kennedy – Indiana Department of Transportation and
John Carr – Indiana Department of Natural Resources, SHPO Staff

INDOT: Edward Cox

Clark County Commissioners: Carl Kramer

Town of Clarksville: John Minta

Jeffersonville Main Street Association: Jay Ellis

Historic Landmarks Foundation of Indiana: Greg Sekula and Laura Renwick

Rose Hill Neighborhood Association: Joe Rafferty

SDCs:

Aaron Davenport
Scott Sondles
Ted Givens
Tom Meredith

CTS – GEC:

Jim Hilton
Jeff Vlach
Chad Costa
Christa Turner
David Kroll
Pete Fritz
Don Miller
Sharon Buford
Kerri Cokeley