

**LOUISVILLE – SOUTHERN INDIANA
OHIO RIVER BRIDGES PROJECT**

**Indiana Historic Preservation Advisory Team (IHPAT)/Kentucky Historic
Preservation Advisory Team (KHPAT) Meeting
June 18, 2012 – 1:30 PM at Holiday Inn - Louisville North
Clarksville, Indiana**

The following summarizes the discussions of the IHPAT/KHPAT meeting held at the Holiday Inn - Louisville North in Clarksville, Indiana on June 18, 2012 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). An agenda was not provided to attendees as the meeting was conducted as a question and answer session.

Opening Remarks: Mr. John Sacksteder, CTS-GEC

Mr. Sacksteder welcomed everyone to the meeting and asked those present to identify themselves and the agency they represented. A list of the IHPAT and KHPAT members in attendance is attached to this summary. The Co-Chairs had no opening remarks. Mr. Heustis and Mr. Barber welcomed the IHPAT and KHPAT members to the meeting.

Question and Answer Session: Mr. Ron Heustis, INDOT and Mr. Andy Barber, KYTC

The following questions were asked by the members of the IHPAT and KHPAT, which elicited discussion with Mr. Heustis, Mr. Barber and representatives of the Project.

How will the HPAT (Historic Preservation Advisory Team) process continue to function?

There are various stipulations in the First Amended Memorandum of Agreement (MOA) to involve the HPATs. Continued coordination with the HPATs will occur through the BiState Historic Consultation Team (BSHCT) by the BiState Management Team (BSMT).

Will quarterly meetings of the HPATs be scheduled with cancelation of meetings, if not needed?

Yes, a schedule will be developed and distributed to the HPAT members. However, it was noted that as the Project moves into the Design – Build phase, those teams will be operating on a tight schedule. It will be necessary to schedule special meetings as needed to meet their timetables. This meeting is an example of a special event.

Has the role for inclusion of the HPATs, as needed, changed?

No, the HPATs have helped to define stipulations in the MOA and how it is to be implemented. The HPATs will have a continued role in the implementation of Project aspects that could have an effect on the historic communities or properties.

What is meant by “independent of the design – build process” in the MOA Matrix?

Some of the smaller Project elements, such as streetscaping, will be completed by the individual states rather than the contractor. Historic and environmental issues may arise as part of the development of the design-build process, which will require resolution by the respective state. This would be accomplished as needed.

How will this resolution of specific issues (independent of the design – build process) be communicated to the HPATs?

Communication with the HPATs will follow the standard procedure that has been used since execution of the Original MOA in 2003. Issues will be advanced between the HPATs and the BSMT through the BSHCT.

Why is the revision of the Phoenix Hill Historic District (HD) Historic Preservation Plan (HPP) to be completed through the design – build process?

This was a typographical error in the matrix. The revision of this HPP will follow the stipulation in the MOA.

Are all of the HPPS to be revised?

The HPPS for the Old Jeffersonville HD, Phoenix Hill HD and the Country Estates of River Road HD/River Road Corridor were previously approved, but will be updated to reflect current conditions. The HPPs for the Butchertown HD, Township of Utica Historic Lime Industry and the Ohio River Camps will be finalized.

Have there been any questions about the relationship of the MOA Matrix to the MOA?

No, the MOA Matrix was prepared to tie the stipulations of the MOA to the Technical Provisions (East End) and the Design Build Procurement (Downtown).

Development is tentatively proposed for the Belleview property that includes approximately 200 homes and a marina. How will the Project incorporate context sensitive design in lieu of the development?

The Project proposes context sensitive design related to an urban scape for berms and landscaping at Belleview. No noise walls are proposed at this property. Until the development is approved for construction, INDOT and KYTC cannot speculate further on specific measures. If the development occurs after construction in the East End, the Project could retrofit the context sensitive design in place.

There are local ordinances in place that limit construction times that may conflict with work times in the Technical Provisions (East End). Which would apply?

In Indiana, Indiana state law would apply; likewise, in Kentucky, Kentucky state law would apply.

The HPP for Butchertown and the Neighborhood Plan were both completed by Ratio, Inc. The Neighborhood Plan was adopted by Louisville Metro Government. Will revision of the HPP by Ratio, Inc. serve as an amendment to the Neighborhood Plan?

The Neighborhood Plan is independent of the HPP and the Project. Louisville Metro may decide to update the Neighborhood Plan, but it is not a part of the Project. Coordination between the HPP and the Neighborhood Plan is needed and will be initiated by KYTC.

At the Allison – Barrickman property, concern was expressed about blasting on the stability of the house and if the adjacent property would be used as a staging area.

INDOT stressed that a pre-blasting survey of the house would be completed before any blasting was undertaken and would include coordination through the BSMT. As stated in the MOA, blasting and vibration plans are required from the contractor for approval by INDOT before the commencement of this work.

In regard to staging areas, the contractor would be responsible for locating appropriate sites. They are not specified in the contract. Typically, contractors coordinate with the local property owners for use of parcels in compliance with state law and local ordinances.

Is there a listing of fragile and extremely fragile properties?

Fragile and extremely fragile are terms employed by blasting contractors. There is not a listing of these properties; it will be the responsibility of the contractor to make recommendations on specific properties in the blasting and vibration plans and in accordance with the “PPV Thresholds of the MOA”. All historic properties will be considered fragile.

In the KHPAT meeting of 18 months ago, blasting and vibration plans were discussed. When the construction at US 42 was completed, property damage was inflicted on historic properties outside of the blasting and vibration zone due to the karst topography. How are complaints to be handled outside of the referenced pre-blasting survey?

Part of the blasting and vibration plan development will include the pre-blasting survey and monitoring. If damage is believed to have occurred as a result of the blasting, contact should be made with either the BSMT or INDOT.

In the MOA, it is stated that state owned right-of-way is exempt from the establishment of a No Work Zone in historic districts. Will staging or storage areas be established on the Drumanard property?

There is a difference between right-of-way (i.e., strips of state-owned land along public roadways) and easements (i.e., state-owned properties such as Drumanard that were purchased for preservation). The No Work Zone stipulation will apply unless superseded by other MOA stipulations. The locations of staging and storage areas are left to the discretion of the contractor; proposed locations must be submitted to the INDOT for approval in the East End and to the KYTC for approval in the Downtown. If there are restrictions on a particular parcel, the contractor must comply with that restriction for use as a staging or storage area. Also, there are Special Provisions in the INDOT and KYTC Standard Specifications that cover staging and storage areas.

Will there be any blasting in downtown Jeffersonville?

No blasting is anticipated in the Downtown portion of the Project. As stated, blasting and vibration plans are required prior to the commencement of any blasting or vibration activities. Vibration is not only caused by blasting, but also by pile drivers and compaction equipment, which will be used in the Downtown crossing.

How will the supports (piers) in the Ohio River be placed with no blasting proposed at this location?

Coring will be completed within cofferdams to set the piers. Compaction will be required, but no blasting.

The Federal Highway Administration (FHWA) committed that all National Register of Historic Places (NRHP) listed or eligible properties are to be established as No Work Zones. Can Stipulation II.N of the MOA be revised to include this commitment? Additionally, if a work zone is set within the boundaries of a NRHP listed or eligible property, this will constitute a new effect under Section 106 and should be included in the MOA.

The MOA has been executed for use on the Project. State owned right-of-way within historic districts is exempt from the No Work Zone restriction. However, as noted previously, while Drumanard is owned by KYTC, it is not considered right-of-way. The exemption applies to areas like existing I-65, which cuts across the Phoenix Hill historic boundary. There are also other resources for which restrictions would apply, such as wetlands, forest land and the like.

In the MOA, Stipulations II.C. (Context Sensitive Solutions) and II.D. (Roadway Lighting) are design – related issues. How will the HPATs be involved to ensure that these stipulations are implemented?

Both context sensitive solutions and roadway lighting are part of the contractor bid package. Coordination will occur through the BSHCT, who can invite the HPATs to comment on the contractor proposals. An additional item of both the Technical Provisions (East End) and the Design Build Procurement (Downtown) is the requirement to maintain an open and inclusive level of communication including the preparation of a public involvement plan.

Will the contractor be responsible for the maintenance of traffic plan and necessary coordination with the City of Jeffersonville?

Yes, the contractor will manage traffic during construction in accordance with the traffic control plan, which is a part of the construction bid document. Coordination between the KYTC, contractor and City of Jeffersonville will ensure open communication of construction events and maintained traffic patterns. Construction traffic routing will be in accordance with KYTC Standard Specifications. Public outreach will be included to ensure that everyone is informed of detours and route changes. The pre- and post-construction traffic monitoring studies in Stipulation II.Q. of the MOA are not for the control of construction traffic, but to define changes in traffic patterns within the Extensions to the Area of Potential Effect (APE).

Has there been any consideration to define historic roads, alleys and the like as fragile, prior to construction and as part of the maintenance of traffic plan? It was urged that alleys in Jeffersonville be avoided as routes for construction traffic as they are narrow. There are several brick and limestone alleys in Butchertown that could be damaged and are also narrow. Caution was also expressed for routing of construction traffic on River Road, Wolf Pen Branch Road and over Beargrass Creek.

As discussed, the contractor will manage traffic during construction in accordance with the traffic control plan, which is a part of the bid document. The contractor is responsible for transporting his personnel and equipment to the job site on public roads. INDOT and KYTC cannot limit the use of public and local roads and alleys. The contractor will work with the local governments to locate staging and storage areas, as discussed. The contractor will also be responsible to repair any existing pavements that are damaged by construction equipment use or negligence.

In January 2012, a parcel (River Green) west of and within 0.25 mile of the Louisville Water Tower, a National Historic Landmark, was rezoned. This site could be used as a staging area for the Project; the owner, Livron Corporation, has obtained permits for barging operations to move construction materials onto the site by water. The site is approximately 2.2 miles from the Downtown Bridge.

It was noted that while this site does permit River Road access, it allows access from the Ohio River. This would permit staging of the bridge construction and permit materials to be hauled into the site by barge. This could potentially decrease construction traffic along city streets in the Downtown (Kentucky) portion of the Project.

Final Comments: Mr. John Sacksteder, CTS-GEC

Mr. Sacksteder asked that any additional comments be provided to CTS-GEC within 14 days of this meeting or by July 2, 2012. The meeting was adjourned at 2:50 PM.

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IN SHPO: John Carr

INDOT: Patrick Carpenter
Ron Heustis
Angela Nichols
Katie Lange
Erin Gould

KYTC: Amanda Abner
Andy Barber

KY SHPO: Craig Potts
Vicki Birenberg

FHWA: Duane Thomas
Michelle Allen

Indiana
Ombudsman: Carl Pearcy

Kentucky
Ombudsman: Lee Douglas Walker

City of
Jeffersonville: Shane Corbin

Clark County: Carl Kramer

Indiana:
Landmarks: Laura Renwick (also represented Jeffersonville HPC)

Rose Hill
Neighborhood
Association: Joe Rafferty

Louisville Metro
Historic Preservation: Cynthia Johnson

Butchertown: Jim Segrest

City of
Prospect: Ann Simms

River Fields: Meme Sweets Runyon

Preservation
Louisville: Marianne Zickuhr

Neighborhood
Planning and
Preservation: Martina Kunnecke

National Trust for
Historic
Preservation: Betsy Merritt (Telephone)

CTS-GEC: John Sacksteder
Jim Hilton
Jeff Vlach
Bob Lauder
Ken Sperry
Steve Nicase