

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

**Indiana/Kentucky Historic Preservation Advisory Team (IHPAT/KHPAT)
Combined Meeting
September 9, 2014 – 10:00 A.M. at Preservation Station**

The following summarizes the discussions of the combined IHPAT/KHPAT meeting held at Preservation Station in Jeffersonville, Indiana on September 9, 2014 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). This combined HPAT meeting was scheduled to accommodate a walking tour of the construction in the Downtown hosted by Walsh Construction. An agenda was provided to the HPAT members on August 22, 2014 via e-mail and hard copy.

Welcome and Introductions: Mr. John Sacksteder, CTS-GEC

Mr. Sacksteder welcomed everyone to the meeting and asked those present to identify themselves and the entity they represented. A list of the IHPAT/KHPAT members in attendance is attached to this summary.

Mr. Potts introduced Ms. Jennifer Ryall and Mr. Michael Radeke of his office. Ms. Ryall is to become the Kentucky State Historic Preservation Office (KY SHPO) alternate replacement to the KHPAT and the BiState Historic Consultation Team (BSHCT) for Ms. Burcum Keeton, who recently resigned.

Project Status: Mr. Jeff Vlach, CTS-GEC

Utica Limekilns Interpretive Marker

INAAP Igloo Storage Roadside Historical Marker

A completed application form, demonstrating the significant role or contribution of each site to the state and/or nation, was submitted to the Indiana Historical Bureau (IHB) on August 12, 2014. Ms. Casey Pfeiffer of the IHB accepted the applications and indicated that they would be reviewed and a response returned in October 2014 as to whether the sites would be approved for the manufacture of an historical marker.

The applications did not include the written text for the historical markers, but identified primary sources to be used in developing the text for each sign. If the applications were approved, this list of sources would be made available to the IHPAT to assist in developing the text for each sign. However, if the applications are not approved by IHB, historical markers similar to the one developed for the Spring Street Freight House could still potentially be created.

NRHP Nominations – Jacob School Lane, James Taylor Subdivision, Village of Harrods Creek

CDM Smith is completing the National Register of Historic Places (NRHP) nominations for Jacob School Lane, James Taylor Subdivision and the Village of Harrods Creek in accordance with Stipulation II.C.4.b.i. – iii. of the Settlement Agreement (SA) by December 30, 2014. A draft of the documentation information is to be available for internal review on September 30, 2014. Review of the nomination would follow and prior to its submission.

Utica Lime Kiln #48004 Preservation Easement

From research of the existing right-of-way, it has been determined that Utica Township Limekiln #48004 is located within the existing right-of-way of Upper River Road, and that Upper River Road is a part of the Town of Utica (Town) as dedicated. Therefore, Utica Township Limekiln #48004 is located within the Town.

On August 28, 2014, CTS-GEC, at the request of the Indiana Department of Transportation (INDOT), and in accordance with Stipulations II.H. and III.H.6. of the First Amended Memorandum of Agreement (FA-MOA), approached the Town with a DRAFT preservation easement. The DRAFT preservation easement was prepared with the Town identified as the Grantor. To date, a Grantee has not been identified. Contact was made to inquire if the Town would be willing to hold the preservation easement as the Grantor. As part of this process, INDOT has agreed to pay a small stipend (\$1,000.00 – \$2,000.00) to both the Grantor and the Grantee for any costs associated with administering the stipulations of the preservation easement. The preservation easement is under review by the Town.

Another option is available to satisfy Stipulations II.H. and III.H.6. of the FA-MOA. The preservation easement could be modified so that the Town would become the Grantee. With this option, the Town would retain ownership of Limekiln #48004 and agree to preserve it. INDOT has used this type of agreement in the past on other projects, so there is a precedent for use of this option.

Pearl Street Infill Revitalization: Mr. Jay Ellis

Mr. Ellis reported that the four houses and one shed have been raised from their foundations and have been moved to the relocation site on Pearl Street at Chestnut Street. The footers for the houses have been poured, and it is anticipated that the houses would be placed on these foundations during the week of September 15, 2014. Repairs to each of the houses are underway, including the rehabilitation of the exteriors.

Drumanard Preservation Easement

The preservation easement was signed on May 20, 2013, but continues under review by the Kentucky Transportation Cabinet (KYTC) and is not available for release. An on-site coordination meeting was held on August 6, 2014 with KYTC, Bob Burry (a rehabilitation architect) and CTS-GEC to develop rehabilitation plans for the property. Subsequently, the KY SHPO, KYTC and CTS-GEC met at the property on August 21, 2014 to discuss the rehabilitation plans for the Main House. KYTC has completed both electrical and HVAC repairs; plumbing repairs are pending.

Rosewell Preservation Easement

The property appraisal has been initiated by KYTC. The Office of Legal Services, KYTC, has contacted Louisville Metro (Metro) to determine their interest in accepting donation of Rosewell in accordance with Stipulation III.P.3. of the FA-MOA.

Clifton Neighborhood Noise Barrier

A change order is being processed with Walsh Construction to proceed with the possible construction of a noise barrier along I-64 in the Clifton neighborhood in Downtown Louisville. The limits of the proposed noise barrier along I-64 have been provided to Walsh Construction. Once the

change order is completed, additional coordination with the neighborhood would be undertaken to determine the feasibility of construction of this barrier.

Grocers Ice and Cold Storage

The demolition of the western portion of the building started on August 19, 2014 with expected completion around September 16, 2014. Once the demolition is completed along with required tuck-pointing and rehabilitation of the newly exposed outer wall, an Addendum to the Condition Report would be prepared and an appraisal initiated. Metro may have an interest in donation of the building; however, the preservation easement is to be resolved first.

At the meeting, it was reported that the fieldwork for the Addendum was to be completed during the week of September 15, 2014. However, subsequent to the meeting, the schedule to complete the tuck-pointing was delayed until the end of September 2014, pushing the date of the fieldwork into October. After the fieldwork is completed, the Addendum should be available within two weeks.

Design and Project Construction Update

Downtown Procurement: Mr. Andy Barber, KYTC

Mr. Barber provided the following construction update in the Downtown. Work is progressing on all three sections with design at 97% complete and construction at 36% complete; the construction is on schedule for substantial completion in December 2016

Section 1: Kentucky Downtown Approach

- Traffic was moved in June 2014 to the new roadway (collector-distributor) built west of I-65.
- I-65 was reduced to two through lanes of traffic.
- New lanes on I-65 South are currently being built between existing I-65 South and I-65 North.

Section 2: Ohio River Bridge

- All drilled shafts are complete.
- The current tower heights are:
 - o Tower 5: 125 feet
 - o Tower 4: 50 feet
 - o Tower 3: 10 feet
- Tower 5 will reach its full height of 230 feet in 2014.
- Setting of the structural steel is to commence in late 2014.

Section 3: Indiana Downtown Approach

- Clark Memorial was closed in early July 2014 to rebuild the Indiana Downtown approach and reopened early in August 2014 with new US 31 entrance/exit ramps at Court Avenue.
- The “Big Squeeze” will restrict I-65 (northbound and southbound) to two travel lanes in each direction. This will remain in place until the end of 2015 to allow for construction of new lanes on I-65 northbound and the US 31 flyover.

Mr. Barber urged the IHPAT/KHPAT members to stay informed of the progress of construction and the maintenance of traffic schemes. Regular media updates are available on the Project website and via E-blasts, text alerts, twice-weekly traffic updates, (social media) Facebook and Twitter

messages and a toll free telephone number. In addition, Project tours are offered to view the construction of the Ohio River Bridge.

East End Procurement: Mr. Ron Heustis

Mr. Heustis provided the following construction update in the East End. Work is progressing on all three sections with design at 95% complete and construction at 40% complete; the construction is on schedule for substantial completion by October 31, 2016

Section 4: Kentucky East End

- Mass excavation is continuing along KY 841 from I-71 to US42.
- At the Harrods Creek Bridge, the drilled shafts have been placed; work has shifted to the construction of the columns and pier caps.
- On the approach bridge to the Ohio River Bridge, work is proceeding on multiple piers.
- Construction of the tunnel bores is continuing: excavation of the top three drifts of the southbound bore is complete with the northbound following behind; the total tunnel/bore length is 1,680 feet. It is anticipated that tunnel excavation would be complete in approximately one year.

Section 5: Ohio River Bridge

- Construction of the drilled shafts and waterline foundations are complete on the Ohio River Bridge. Work has begun on the tower legs at both towers.

Section 6: Indiana East End

- Excavation and blasting is occurring from SR 62 to the Ohio River.
- Work is continuing on numerous bridge structures throughout this section.
- Construction of grade for the SR 265/SR 62 Interchange has begun, including the roundabouts.

Following these presentations, various questions were asked from the IHPAT and KHPAT members, as follows.

Mr. Sekula and Mr. Kramer questioned the traffic scheme at the intersection of US 31/Second Street and Court Avenue. The lack of a left turn movement directs traffic to either US 31/Second Street or Court Avenue. In addition, as the adjacent traffic lights in Jeffersonville are not synchronized, traffic queues at the intersection of Court Avenue and Spring Street. Mr. Barber indicated that KYTC and INDOT met on-site on September 4, 2014 to view the traffic scheme during construction. Additional coordination is to occur to rectify this traffic scheme.

Mr. Zegart questioned the functional classification of KY 841 after the completion of construction and if the existing access to US 42 would be maintained. Mr. Heustis replied that KY 841 was to be constructed to an interstate level with direct access to US 42 via an overpass. Mr. Zegart complemented the Project, as the construction along Wolf Pen Branch Road has been without incident.

Mr. Zegart also asked about the type of guardrail that is to be installed on Wolf Pen Branch Road. The Wolf Pen Neighborhood Association would prefer that it be made of corten steel instead of galvanized steel. The *Aesthetic and Landscape Concept Master Plan* shows that the guardrail in

this location is to be dark in color. Ms. Nichols agreed to investigate this issue and reply to Mr. Zegart.

Mr. Carr asked how the project to construct the heavy haul road between the Port Authority and River Ridge fit into the Transportation Corridor Plan. Mr. Heustis answered that the heavy haul road would use the new interchange at SR 265 and Old Salem Road. The heavy haul road is not part of the East End Crossing Project.

Maintenance of Traffic: Mr. Max Rowland, Walsh Construction

Proposed Indiana Downtown

Mr. Rowland stated that weekly maintenance of traffic schemes are available on the Project website. This public information is updated on every Tuesday and Friday.

The George Rogers Clark Memorial Bridge reopened in early August 2014 approximately one week ahead of schedule. It had been closed since early July 2014. The sidewalks across the bridge remain closed while the construction of the US 31 flyover continues. During the week of September 15, 2014, the decorative limestone blocks are to be placed on the approach to the bridge.

The "Big Squeeze" has been erected on I-65 (northbound and southbound). The three travel lanes in each direction have been reduced to two travel lanes in each direction. This will remain in place until the end of 2015 to allow for construction of new lanes on I-65 northbound and the US 31 flyover.

Work is also proceeding on the approach bridge to the new bridge over the Ohio River. Structural steel is to be set for the bridge in September 2014 over Market Street, necessitating the use of Riverside Drive as a detour. When this has been completed, structural steel is to be set over Riverside Drive, necessitating the use of Market Street as a detour. In both cases, the steel would be set at night.

Walking Tour Logistics: Mr. Max Rowland, Walsh Construction

At the request of the Co-chairs, Walsh Construction agreed to host a walking tour of the construction in the Downtown. The tour occurred immediately following this combined HPAT meeting. The group proceeded from Preservation Station to the Big Four Bridge, where Mr. Rowland provided an overview of the Downtown Bridges construction.

Final Comments: Mr. John Sacksteder, CTS-GEC

None of the Co-chairs had any closing comments or remarks.

The deadline for the receipt of comments is September 24, 2014. The next IHPAT meeting is scheduled for December 10, 2014 in the Community Room at Mountjoy Chilton and Medley. The next KHPAT meeting is scheduled for December 11, 2014 in the Main Conference Room at KYTC District #5. The meeting was adjourned at 11:00 AM and the Walking Tour followed.

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IN SHPO:	John Carr
INDOT:	Mary Kennedy Patrick Carpenter Ron Heustis Paul Boone Angela Nichols
KY SHPO:	Craig Potts Jennifer Ryall Michael Radeke
KYTC:	Andy Barber Mindy Peterson
Indiana Ombudsman:	Carl Percy
Indiana Landmarks:	Greg Sekula
Jeffersonville Main Street Association:	Jay Ellis
Rose Hill Neighborhood Association:	Joe Rafferty
Clark County:	Carl Kramer
Jeff Historic Preservation Commission:	Laura Renwick
Kentucky Ombudsman:	Lee Walker
Louisville Metro Historic Preservation:	Cynthia Johnson

Phoenix Hill
Neighborhood Association,
Inc.:

Doug Magee

Wolf Pen Neighborhood
Association:

Arnold Zegart

CTS-GEC:

John Sacksteder
Jim Hilton
Jeff Vlach
Brian Shaw
Gary Elder

Walsh Construction:

Max Rowland
Celeste Blomberg

