

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

**Kentucky Historic Preservation Advisory Team (KHPAT) Meeting  
January 8, 2013 – Founders Union Building, University of Louisville Shelby Campus in  
Louisville, Kentucky**

The following summarizes the discussions of the KHPAT meeting held at the Founders Union Building, University of Louisville Shelby Campus in Louisville on January 8, 2013 for the Louisville – Southern Indiana Ohio River Bridges Project. An agenda was provided to meeting attendees by e-mail on December 13, 2012.

**Opening Remarks: 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 KHPAT members in attendance is attached to this summary. As Mr. Barber had a conflicting engagement, the order of the agenda was modified; all agenda items were discussed.

**Project Update: Ms. Amanda Abner, KYTC and Mr. Craig Potts, KY SHPO Office**

Mr. Potts welcomed everyone to the meeting and indicated that the KHPAT had not been scheduled in the recent past due to a lack of agenda items. He introduced Mr., Nick Laracuente who was to present an update of the archeological investigations undertaken. He also stated that a Settlement Agreement (SA) had been reached between the Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC) and River Fields, Inc., the National Trust for Historic Preservation to allow the Project to move forward. Mr. Sacksteder indicated that the SA was posted on the Project website.

Mr. Barber stated that the construction contractor had been selected for the Downtown (KYTC is supervising the Downtown portion of the Project in Indiana and Kentucky and INDOT is supervising the East End portion of the Project in Indiana and Kentucky). Walsh Construction (Walsh) was selected with a bid of \$860,000,000.00 and a completion date of December 10, 2016. The contract was executed with Walsh on December 6, 2012 followed by a notice-to-proceed on December 28, 2012. The contract with Walsh includes several opportunities for involvement of the HPATs and the Area Advisory Teams (AATs).

Mr. Heustis indicated that the construction contractors had been selected for the East End. WVB Partners was the selected contractor, of which Walsh is also a partner. He assured the KHPAT that the Walsh teams for the Downtown and East End were different individuals with no direct connection between the two project teams. The Commercial Close was December 27, 2012 with the financial close scheduled for March 2013. The construction completion date is October 31, 2016. A clearing and building demolition contract has been let in the East End with a start date of January 15, 2013.

Mr. Segrest expressed concern about the construction of Spaghetti Junction (I-64, I-65, I-71) in the downtown. He stated that 30% plans were available on the Project website, but additional visualizations would be helpful. Mr. Sacksteder indicated that the website is in the process of being updated.

Ms. Merritt questioned the style of the East End Bridge differing from that proposed by the Bridge Selection Process in 2007 - 2008. Mr. Heustis explained that Value Engineering (VE) was completed for the structure due to the change in the alternate design. The preferred alternate for the bridge was to provide two travel lanes in each direction with full width shoulders, resulting in a narrowed bridge. The bridge type was reopened to the proposers with six alternate bridge types; the selection of the bridge type was left to the discretion of the proposers. He continued by stating that the selected bridge type was preferred by 51% of the popular vote during the original voting process in 2006, had lower costs to construct and was easier to maintain. The Section 106 process was reviewed during the proposal preparation, and a determination made that there was no defined commitment to not consider VE in the selection of the final design.

Mr. Potts questioned how much leeway was available in the construction process. Mr. Heustis replied that the engineering design parameters had been set (such as right-of-way widths, traffic volumes, level of service) and alternate designs defined. It was the responsibility of the proposer to use these factors to produce an efficient design. Ms. Merritt requested that consultation continue with the SHPOs during the design process.

#### **Rosewell Exterior Repairs: Mr. John Sacksteder, CTS-GEC**

Mr. Barber indicated that the exterior repairs to Rosewell had been started in August 2012 and completed in October 2012 without disturbance to the Bald eagle nest in proximity to the property. The repairs to the interior were continuing. Once complete, a preservation easement is to be placed on the property in accordance with the First Amended Memorandum of Agreement (MOA). Once complete, the KYTC is to produce a baseline document of the repairs. Mr. Bob Burry was mentioned as a source to produce this report. Mr. Potts stated that the KY SHPO was planning to visit the site to inspect the repairs, once completed, and welcomed members of the KHPAT to join the visit.

Mr. Laracuate reported on the archaeology that had been completed at Rosewell. He stated that an underground propane tank had been located near the drive, excavated and removed. In the area of the sun room that was removed, intact bricks were located that could have been a part of a sidewalk. There were no other discoveries. Ms. Runyon questioned if there had been any discoveries related to the underground railroad that was known to exist in the area. Mr. Laracuate stated that no discoveries were found related to that function.

#### **Craftsman Training Program: Mr. Craig Potts, KY SHPO**

Mr. Potts stated that his office was working with Ms. Martina Kunnecke of Neighborhood Planning and Preservation to define the Craftsman Training Program (CTP). There are no other programs of this type in the United States (US) to use as a model; it is hoped that once the CTP is established, it could become a model for the US. A visit by Mr. Tom Russett, who has developed a program for at-risk youth in Harlem, New York, has helped to form a basic structure for the CTP. The City of

Louisville is supportive of the CTP; it is possible that a partnership could be forged between the CTP and the city/applicable departments. The training was originally proposed by then-KY SHPO David Morgan. Ms. Runyon offered to contact Mr. Morgan for his input on establishing the CTP.

The funding is in place to establish the CTP, but the curriculum is to be set. A community committee is to be formed of local residents to define a vision and qualifications for the CTP. A director is being sought to guide the CTP, to act as a liaison between the KYTC and the KY SHPO and to set the curriculum. It is hoped that the CTP can become sustainable and exist past the current five years of funding. The program is to be named for a local African – American architect who lived in the vicinity of the Trolley Barn, Mr. Samuel Plato. Mr. Plato was a craftsman from Alabama who migrated to Louisville.

Mr. Segrest questioned the qualifications of the director. It was explained that the director must have qualifications that meet the Secretary of Interior Standards. Coordination was also urged with the Dry Stone Conservancy, Pine Mountain and Mr. Pat Kennedy, who retired from the KY SHPO. These organizations and individual may have input into the selection of the director and curriculum. It was noted that Mr. Kennedy had worked as a craftsman.

#### **Archaeology – East End Alternative Mitigation Strategies and Downtown Louisville: Mr. Nicolas Laracuate**

The results of the archaeological update by Mr. Laracuate are contained in the attached report dated January 8, 2013. Following this presentation, Mr. Segrest expressed concern about a packing house near Beargrass Creek and Ms. Runyon asked about archaeological resources in the vicinity of The Neck and at Rosewell. Nothing has been unearthed from the packing house and one site was identified in the Neck, but it had been distrusted and did not retain integrity. At Rosewell, any deposits had been disturbed by the placement of septic fields from the house.

Ms. Runyon also stated that the SA proposes that an African-American Interpretative Plan be developed for certain properties, She questioned if archaeological finds could be used to develop the plan since said archaeological information is protected. Additional coordination with the KY SHPO is required.

#### **Status of Historic Preservation Plans: Phoenix Hill Historic District (HD), Butchertown HD, Country Estates of River Road HD/River Road Corridor and Ohio River Camps: Mr. John Sacksteder and Mr. Jeff Vlach, CTS-GEC**

Mr. Vlach distributed copies of two memorandums: one outlining the proposed revisions to the Phoenix Hill HD HPP and the Butchertown HD HPP and one detailing proposed revisions to the Country Estates of River Road HD/River Road Corridor (CE RR HD/RRC) HPP. After review of these two memos, the following comments were noted from the KHPAT.

Mr. Segrest questioned why the interior noise analysis was no longer an MOA requirement at St. Joseph's Church. It was stipulated in the First Amended MOA that because the Kennedy Interchange would be reconstructed at its existing location, the Project would not change the existing or future noise levels; therefore, this stipulation was eliminated. Interior noise level analyses would be conducted at Grace Immanuel United Church of Christ in Butchertown, and St

John's Church and the Refuge in Kentucky Church, the latter two churches in Phoenix Hill. Mr. Segrest requested a visualization of the distances of the churches to the Interchange. *(Subsequent to the meeting, these visualizations were sent via e-mail to Mr., Segrest on January 24, 2013.)*

Mr. Segrest also stated that Mellwood Avenue through Butchertown should become a two-way street. He urged Ms. Johnson to carry this recommendation to Louisville Metro Government for incorporation into their long range transportation plan.

Ms. Runyon asked for clarification in the CE RR HD/RRC memo of the blasting and vibration (B/V) revisions. It appeared that the revisions in the memo were incomplete. After consultation with Michael Matts, he indicated that when the original HPP was prepared, additional geotechnical work was to be completed and the language in the HPP was phrased to address potential findings. However, since approval of the HPP in January 2011 and the update in November 2012, the geotechnical work had been completed and areas of concern with regard to B/V had been identified. In the original HPP, KYTC was responsible for preparing the B/V plans. The Design Build Team now has that responsibility.

It was questioned how the review and approval of the Ohio River Camps HPP was to be accomplished. It is under revision from comments by the Co-chairs and will be sent to the KHPAT for a 30-day review once it is available. Further meetings to discuss the HPP may be scheduled as needed. Mr. Potts indicated that comments may be handled via letter with the scheduling of meetings to be determined.

### **Vermont American Building, Grocers Ice and Cold Storage Building and Baer Fabrics Building Updates: Mr. John Sacksteder, CTS-GEC**

Mr. Sacksteder provided the following updates.

Vermont American Building is still undergoing a court-ordered clean-up. It is near completion.

For the Grocers Ice and Cold Storage Building, it is intended to demolish that portion of the building that extends into the Project right-of-way, as originally proposed. A final documentation report had been reviewed by Ms. Abner with no comments; it is to be sent to Mr. Potts for final review for approval. Mr. Potts also indicated that his office was to inspect the building prior to the development of the preservation easement. It is anticipated that strict conditions will be stipulated for the exterior of the building; as the interior is nearly gutted, the stipulations will be less.

For the Baer Fabrics Building, a demolition contract has been let. Salvage is underway of those items that may be of value to historical organizations. It was stated that the historical elevator and elevator shaft are available. The historic bricks and beams are being salvaged for use as needed with those remaining to be auctioned.

### **Final Comments: Mr. John Sacksteder, CTS-GEC**

Mr. Sacksteder indicated that the SA was new and that the INDOT and KYTC had not yet determined how all of the stipulations in it were to be satisfied. Additional discussions are forthcoming.

Mr. Sacksteder relayed that the offices of CTS-GEC had recently moved. The new address is Hurstbourne Place Building, 9300 Shelbyville Road - Suite 300, Louisville, KY 40222; the telephone number is (502) 442-0925.

Ms. Runyon indicated that the offices of River Fields, Inc. also had recently moved. The new address is The Starks Building - Suite 990, 455 S. 4th Street, Louisville, KY 40202-2525.

Mr. Sacksteder asked that any additional comments be provided to CTS-GEC by January 23, 2013 for inclusion in the record of the meeting. The meeting was adjourned at 12:00 p.m.

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KY SHPO:	Craig Potts Nicolas Laracuente
KYTC:	Amanda Abner Andy Barber
INDOT:	Ron Heustis
FHWA:	Duane Thomas
Kentucky Ombudsman:	Lee Douglas Walker
Louisville Metro Historic Preservation:	Cynthia Johnson
City of Prospect:	Ann Simms
Butchertown Neighborhood Assn.:	Jim Segrest
River Fields, Inc.:	Meme Sweets Runyon
National Trust for Historic Preservation:	Elizabeth Merritt (telephone)
Neighborhood Planning and Preservation:	Martina Kunnecke
CTS-GEC:	John Sacksteder Jim Hilton Jeff Vlach Bob Lauder