

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

**Kentucky Historic Preservation Advisory Team (KHPAT) Meeting
March 26, 2015 – 9:30 AM at KYTC District #5**

The following summarizes the discussions of the KHPAT meeting held in the Main Conference Room at the Kentucky Transportation Cabinet (KYTC) District #5 on March 26, 2015 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). An agenda was provided to meeting attendees by e-mail and mail on March 10, 2015.

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 KHPAT members in attendance is included with this summary.

Project Update: Mr. Craig Potts, KY SHPO

There were no opening comments from Mr. Potts. Ms. Amanda Abner was represented at this meeting by Mr. David Waldner, Director of Environmental Analysis, KYTC.

Maintenance of Traffic in Section 1 Downtown: Mr. Max Rowland, Walsh Construction

Mr. Rowland provided the following maintenance of traffic update for the Downtown construction.

- Eighteen days of construction were lost over the winter months due to the weather and high water levels in the Ohio River. Crews are now working 12-hour day shifts and six to seven days per week to accelerate the construction schedule.
- The new Ohio River Bridge is on schedule to open to traffic in January 2016.
- Walsh Construction is continuing to fill potholes with rolling closures to complete the work. On Saturday, March 28, 2015, a portion of I-64 will be closed so crews can mill and resurface the Interstate as opposed to the filling of potholes.

Ms. Runyon complimented Walsh Construction on the maintenance of traffic that has occurred in the Downtown. She asked if alternate routes into the Downtown could be divided onto surface streets depending upon the side of the city where the trip originated. She also questioned if TARC buses could be delegated as express into the city, or if police officers could direct traffic, especially at Liberty Street. She is concerned that air quality alerts may be required in the summer months for vehicles sitting in traffic/idle times.

Mr. Barber reiterated that construction in the Downtown had been accelerated by three months, as related by Mr. Rowland. The local media continuously updates the public with reports on traffic movement during the construction, including alternate routes and potential delays. He also stated that TARC buses travel daily from the east side into the Downtown, but specific express service was not envisioned.

Harrods Creek Bridge Noise Wall Aesthetics: Mr. Ron Heustis, INDOT

At the BiState Historic Consultation Team (BSHCT) of January 20, 2015, Mr. Potts commented that the addition of the noise wall to be constructed on the Harrods Creek Bridge is a view change

from the aesthetic design proposed in March 2013. He requested that this information be made available to the KHPAT, who may have concerns about the view. In response, Mr. Heustis prepared a Power Point (PP) showing viewsheds from the Merriwether House looking toward the proposed noise wall on the Harrods Creek Bridge. Mr. Heustis used the PP from a December 8, 2008 presentation to the BSHCT that included views with and without noise walls on the Harrods Creek Bridge. One additional slide was added to show the current noise wall design.

After this presentation, the following questions were asked regarding the noise wall:

Q: On Slide #10, why is the noise wall not shown on the downstream side of the bridge?
With no noise wall on this side, will the noise increase?

A: It is not anticipated that the noise would increase. The noise wall is to be constructed of precast concrete with absorptive properties on the upstream side of the bridge.

Q: Can the noise wall be extended along Harrods Creek, the Merriwether House and Belleview?

A: The Federal Highway Administration (FHWA) Noise Policy, adopted by KYTC, requires that every reasonable and feasible effort be made to provide noise mitigation when the established Noise Abatement Criteria are approached or exceeded by a federal-aid project. A noise wall erected along the length of the creek and these properties would not meet the reasonable and feasible criteria for construction of the wall.

Q: How were the noise receptors defined?

A: The Noise Study that was prepared by WVB for Section 4 will be posted on the Project website; a detailed definition of the noise receptors is included therein.

Q: What is the height of the noise wall on the bridge?

A: The noise wall would be 16 feet tall.

Q: Will the noise wall to be constructed at Bronson's Lane have the same surface finish as the wall on the bridge?

A: The noise wall on the Harrods Creek Bridge will have a horizontal lined surface. The outside of the bridge rail would have an ashlar finish, consistent with other locations.

Ms. Runyon requested that someone contact her to discuss further the noise and abatement analyses that were completed for Section 4. She also stated that the noise wall should be erected on the downstream side of the bridge. Mr. Heustis suggested that Ms. Runyon wait until the noise wall study had been released and, if more information was needed, she could contact Mr. Sacksteder, who would arrange a conference call with Mitch Green, the Project noise analysis expert. Mr. Heustis stated that Ms. Runyon would receive notification when the report became available. Ms. Johnson asked that a more detailed drawing of the noise wall on the bridge be provided.

Design and Project Construction Update

Downtown Procurement: Mr. Andy Barber, KYTC

Mr. Barber indicated that the Project website contained an update of construction activities for 2015 (entitled Downtown Crossing Annual Construction Guide, March 2015). He encouraged the

KHPAT to download the pamphlet. Work is progressing on all three sections with design at 100% complete and construction at 58% complete; the construction is on schedule for substantial completion in December 2016.

Section 2: Ohio River Bridge

- The Project schedule has been accelerated to include the rehabilitation of the Kennedy Bridge to prolong its life.
- In 2015, it is anticipated that all river towers will reach their top height: Tower 5 (IN shore) and Tower 3 (KY shore) at 230 feet and Tower 4 (mid-river) at 280 feet. Steel cable and bridge deck placement are to follow.

Mr. Barber indicated that an unavoidable, adverse impact of the current construction is pile driving at night. This is occurring at three or four locations in Downtown Louisville and could continue for two more weeks. Walsh Construction is using plastic caps on the pilings to deaden the noise and monitoring the noise levels produced.

Mr. Barber turned to Mr. Potts for an update of the Craftsman Training Program. Mr. Potts stated that his office has been coordinating with Jefferson County Technical College (JCTC), Louisville Metro Government and KYTC as the stakeholders to initiate the Craftsman Training Program (CTP). He complemented Mr. Barber and KYTC for their role in negotiating a lease agreement with the Kentucky Center for African-American Heritage for use of Building C for a three-year term. Execution of the lease is pending. After the lease is signed, the floor plan of Building C would be modified to accommodate the CTP.

Mr. Potts commended Mr. Bob Yapp in helping establish the CTP and find a director. Mr. Yapp has provided assistance in the design of the floor plan, preparation of the student application to the program and procurement of tools needed in the CTP. Mr. Yapp is under contract to CTS-GEC through September 2015.

The first class of 16 students is to begin a three-term course of study in fall 2015. Prospective students are to be sponsored by the aforementioned stakeholders, and must apply to be selected. Student applications are to be reviewed and approved in the immediate future for selection to the first class. Attendance is at no cost to the student with selection focused on the west end of Louisville, although applications are not limited to location or sex. It is anticipated that the program would consist of 30% classroom and 70% hands-on training. After graduation, the students should have the needed skills to obtain employment, start a business or pursue a General Education Development (GED) or Associates Degree.

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 nearly complete at 98 %; the construction is on schedule for substantial completion by October 31, 2016. It is approximately 50% complete.

Section 4: Kentucky East End

- At the Harrods Creek Bridge, the structural steel is being erected for the bridge deck.
- On the approach bridge to the Ohio River Bridge, work is proceeding on multiple piers.

- Blasting and excavation at the tunnel has resumed with completion of the excavation and the initial liner scheduled in the summer 2015. Tunnel excavation is approximately 80% completed.
- Surface blasting is continuing south of US 42 and will begin to the north of the tunnel in the near future.

Section 5: Ohio River Bridge

- Work is to resume on the bridge towers with full height scheduled to be reached in 2015.

Section 6: Indiana East End

- Construction is continuing at the SR 265/SR 62/Port Road Interchange with completion expected in 2015.

Other Comments or Concerns

Mr. Potts stated that within the next two months the second round of the Historic Preservation Enhancement Fund (HPEF) grant application process would begin. The second round would be a collaborative process with the Indiana State Historic Preservation Office (IN SHPO). The pool for the HPEF is \$600,000.00, which is available to both states for projects based on merit.

Final Comments: Mr. John Sacksteder, CTS-GEC

The deadline for the receipt of comments is April 10, 2015. The next KHPAT meeting is scheduled for June 18, 2015 in the Main Conference Room at KYTC District #5. The meeting was adjourned at 10:45 AM

**KHPAT Meeting Attendees
March 26, 2015 – 9:30 AM at KYTC District #5**

FHWA: Jeff Schmidt

KY SHPO: Craig Potts
Jennifer Ryall

KYTC: David Waldner (Telephone)
Andy Barber

INDOT: Ron Heustis
Angela Nichols

Kentucky
Ombudsman: Lee Walker

Indiana
Ombudsman: Carl Percy

Phoenix Hill Neighborhood
Association, Inc.: Doug Magee

Louisville Metro
Historic Preservation: Cynthia Johnson

Wolf Pen Preservation
Association: Arnold Zegart

River Fields, Inc.: Meme Sweets Runyon

National Trust for
Historic Preservation: Elizabeth Merritt (Telephone)

Preservation
Louisville: Marianne Zickuhr

CTS-GEC: John Sacksteder
Jim Hilton
Jeff Vlach
Brian Shaw
Bob Lauder
Gary Elder

Walsh Construction: Max Rowland
Celeste Blomberg