

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

**Kentucky Historic Preservation Advisory Team (KHPAT) Meeting
March 17, 2016 – 10:00 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 17, 2016 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). An agenda was provided to meeting invitees by e-mail on March 2, 2016.

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 attendees is included with this summary.

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

Neither Ms. Abner nor Mr. Potts had any opening comments.

Maintenance of Traffic in Section 1 Downtown and Downtown Construction Update: Mr. Andy Barber, KYTC

Mr. Barber provided the following Maintenance of Traffic (MOT) and construction updates for the Downtown Construction. Work is progressing on all three sections with construction at 85% complete; the construction is on schedule and in budget for substantial completion by December 9, 2016.

The Court Avenue on ramp to I-65 was closed on February 29, 2016. It will remain closed until mid - May 2016.

Rehabilitation of the Kennedy Bridge is continuing. The Lincoln Bridge is open and all traffic is switched to it. An additional lane of traffic is has been opened for I – 65 northbound from the bridge.

The streetscaping in the Old Jeffersonville Historic District (HD) was coordinated with the Jeffersonville Historic Preservation Commission (JHPC) on January 18, 2016. The streetscape design plans were presented and approved. Construction is anticipated to commence in May 2016.

The loop ramp at Liberty Street has been opened to I – 65. The I - 65 off ramp to Muhammad Ali Boulevard has been closed. The Story Avenue ramp at I – 64 will be opened by the first of May 2016 prior to the Kentucky Derby.

Design and Project Construction Update

East End Construction: Mr. Ron Heustis, INDOT

Mr. Heustis indicated that construction was approximately 82% complete.

Section 4: Kentucky Approach

The final tunnel liner has been placed in the southbound bore, and is about one-third complete in the northbound bore. The tiling is about one-third complete in the southbound bore. The roadway

surfaces in both bores are complete with construction of the sidewalks, electrical and plumbing proceeding. North of the tunnel, excavation and blasting are proceeding for completion in May 2016.

Section 5: Ohio River Bridge

Both towers have reached their top elevation and the concrete pours are completed. Placement of the deck panels and the stay cables will begin soon.

Section 6: Indiana Approach

One section of pavement and a bridge deck remain to be poured.

Ms. Runyon stated that she had reports that some recent blasts seemed more excessive than previous blasts. Mr. Heustis replied that he would investigate. She requested a copy of the vibration monitoring reports for the past several months. Mr. Heustis acknowledged this request. *(On March 30, 2016, the summary report of the blasting vibration monitoring from January 28, 2015 through March 11, 2016 was sent to Ms. Runyon and Ms. Merritt, as requested. Additionally, the construction-blasting subcontractor, HTA Enterprises, was to contact Ms. Runyon to arrange for a survey of the Merriwether House.)*

Aesthetic Treatments for the Tunnel Portal Walls: Mr. Ron Heustis, INDOT

Proposed revisions to the north and south tunnel portal walls were distributed prior to the KHPAT with the meeting invitation. The proposed revisions consist of a change in the architectural shotcrete pattern for the portal walls. The walls will have the planned dry stack stone pattern, but the smooth decorative band (located in the upper area of the wall) will be deleted due to undulations of the rock surfaces. The smooth shotcrete base with reveals will then be extended to near the top of the portal bores. At both the north and south portals, the tunnel utilities chase is integrated into the design of the wall, and includes the same dry-stack pattern found on the adjacent walls.

Mr. Heustis stated that this change in the design of the portal wall aesthetics was a result of the rock formation limiting the capability to form a straight line as shown on the visualization. Ms. Runyon stated that the revised design was too industrial in nature and recommended that the band be maintained. She also questioned if the portal walls would become covered by graffiti, to which Mr. Heustis replied that there is no direct pedestrian access to the walls. Mr. Potts concurred that this change is a new element, but had no concerns. Mr. Zegart recommended that the proposed revision be implemented. This was accepted with no further discussion.

Two other topics were discussed by KHPAT members in this section of the Project. Ms. Runyon questioned the design of the railing on the Wolf Pen Branch Road Bridge over KY 841. Mr. Heustis replied that the railing was as shown in the approved Aesthetic Implementation Plan. Ms. Runyon said she wished to further discuss this railing with Mr. Potts.

Mr. Zegart noticed that the noise barrier walls along Spring Dale Road had areas where the stone fascia had been damaged. He also questioned if cameras could be placed on the tops of the walls to deter graffiti artists. Mr. Heustis knew of the areas of damaged wall and indicated that repairs would be made before final acceptance. He said that cameras are not included in the Project scope.

East Market Street Streetscaping: Mr. John Carman, Carman

Working with KYTC and Louisville Metro Government, Mr. Carman is designing streetscape improvements for the 100 – 1100 blocks of East Market Street. The plans are approximately 20% complete with the first design review anticipated for the end of May 2016.

The section of the streetscape between the 300 – 600 blocks falls within the limits of the Project. The typical cross – section will accommodate a travel lane in each direction, a parking lane, an eastbound elevated cycle track, planting strips and sidewalks; the one block section between the 300 – 400 blocks will have a median separate the travel lanes. Runoff is to be collected by surface rain gardens that outlet to off-site basins. The Louisville Metropolitan Sewer District (MSD) has contributed \$2,000,000.00 for the rain garden/green infrastructure. New street lighting would be provided by LED lights. It is not anticipated that the existing overhead utility lines would be buried. Other amenities that could be included in this streetscape are interpretive markers of the histories of adjacent buildings, public art and seating areas. Contrasting gray pavers on the sidewalks would scale to adjacent buildings.

Ms. Runyon questioned the concentrations of pollutants leaving the roadway surface and entering the drainage system. Mr. Carman replied that bioremediation plants in the rain gardens would filter pollutants from the runoff; diversion of this runoff to the off-site basins would reduce the total runoff to the combined sewer overflow by one million gallons.

Mr. Potts questioned the shades of gray to be installed on the project. Mr. Carman indicated that subtle gray shades would differentiate areas of conflicting use, i.e., sidewalks, cycle track and planting strips.

Interpretive Markers for Phoenix Hill HD: Mr. Ben Ross CTS-GEC

In accordance with Stipulation III.L.7 of the First Amended Memorandum of Agreement (FA – MOA), interpretive signage is to be placed in Phoenix Hill. The Phoenix Hill Neighborhood Association (PHNA) has cited that there are several historical markers located within Phoenix Hill and requested the development of special gateway signage instead. Three options for the signage were presented at the December KHPAT, which unanimously supported and endorsed Option 1. The PHNA subsequently endorsed this option. A letter was prepared and sent to Mr. David Waldner, Director of Environmental Analysis, KYTC, on February 29, 2016 requesting a change in the type of signage for the Phoenix Hill Neighborhood. A response had not yet been received. Ms. Abner agreed to check on this response and reply to Mr. Vlach. *(Mr. Waldner replied on March 14, 2016 that he was in agreement with the proposal by the PHNA and that it had been coordinated in accordance with the stipulations of the FA – MAO. This concurrence letter was provided to the KHPAT on March 18, 2016.)*

Ms. Metheny indicated that the Louisville Downtown Partnership would coordinate with the PHNA on the placement of the interpretive signage in that portion of Phoenix Hill that falls within the limits of the East Market Streetscape Project. This section is between Floyd Street and Clay Street on East Market Street.

Historic Properties Marketing: Mr. John Sacksteder, CTS-GEC***Grocers Ice and Cold Storage Building***

Mr. Sacksteder indicated that the property is expected to be re-advertised soon. Since there has been a change in personnel at KYTC due to the inauguration of a new governor, final approval of the sale is being reviewed. In addition to utilizing the banner on the building, which provided a link to the Project website, the notification will also be advertised on five historic properties websites. The placed advertisement will include an asking price. If no acceptable bids are received, the BiState Historic Consultation Team (BSHCT) will assist KYTC through November 2016 to identify an interested buyer (Stipulation III.K.10.ii. of the FA – MOA.)

Rosewell

Similar to Grocers Ice, Rosewell is to be advertised. Since there has been a change in personnel at KYTC due to the inauguration of a new governor, final approval of the sale is being reviewed.

Louisville Main Street Streetscaping: Mr. John Sacksteder, CTS-GEC

Mr. Jim Hilton, CTS – GEC, is coordinating with Ms. Metheny on the potential to shift utilities underground. Coordination with Louisville Gas and Electric (LGE) is to occur. The burial of the lines would improve the streetscaping aesthetics.

Clifton Noise Barrier: Mr. John Sacksteder, CTS-GEC

CTS – The GEC developed a noise analysis for the project that was reviewed by KYTC. The initial design assumed that construction of the wall would occur from the park. The wall construction involved additional right-of-way. The wall design is now being re-investigated to determine whether it is feasible to construct completely within the existing I-64 right-of-way to avoid any right-of-way taking from the park.

Progress Report No. 25 for the Reporting Period of July 1, 2015 – December 31, 2015: Mr. Jeff Vlach, CTS-GEC

Project Report (PR) No. 25 was submitted to the BiState Management Team (BSMT) for approval on February 12, 2016. It was approved on February 26, 2016 and distributed on February 29, 2016.

Final Comments: Mr. John Sacksteder, CTS-GEC

Neither Ms. Abner nor Mr. Potts had any closing comments. The deadline for the receipt of comments is April 1, 2016. The next KHPAT meeting is scheduled for June 16, 2016 in the Main Conference Room at KYTC District #5. The meeting was adjourned at 11:30 AM.

KHPAT Meeting Attendees
March 17, 2016 – 10:00 AM at KYTC District #5

FHWA: Jeff Schmidt

KY SHPO: Craig Potts
Amanda Kincaid
Chris Gunn

KYTC: Andy Barber
Amanda Abner
Beth Nieman

INDOT: Ron Heustis

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)

Louisville Downtown
Partnership: Rebecca Metheny
Carl Malysz
Jack Newton

Carman: John Carman

CTS-GEC: John Sacksteder
Jeff Vlach
Gary Elder
Ben Ross