

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

**Indiana Historic Preservation Advisory Team (IHPAT) Meeting
April 14, 2010 – 10:00 AM at McCauley – Nicolas Centre**

The following summarizes the discussions of the IHPAT meeting held in the Community Room of the McCauley – Nicolas Centre on April 14, 2010 for the Louisville – Southern Indiana Ohio River Bridges Project (Project). An agenda was provided to meeting attendees by mail on March 25, 2010.

Welcome and Introductions: Mr. Jeff Vlach, CTS-GEC

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

Project Update: Ms. Mary Kennedy, INDOT and Mr. John Carr, IN SHPO Office

Ms. Kennedy noted that the Louisville Southern Indiana Bridges Authority (Authority) had been appointed and consisted of seven members each from Indiana and Kentucky. The Authority has been meeting in public open forum on a monthly basis. She also stated that design and right-of-way acquisition was proceeding in the Indiana East End (Section 6).

Mr. Carr reported on the status of two IHPAT requests from the December 16, 2009 meeting. At this meeting, Mr. Greg Sekula had asked if there had been further discussion with the owners of the Ohio Falls Car and Locomotive Historic District (HD) for listing of the property on the National Register of Historic Places (NRHP). Mr. Carr had consulted with Mr. Paul Diebold of his office in regard to the listing. Mr. Diebold indicated that if the property owner recanted his objection to listing through a notarized letter, the Indiana State Historic Preservation Office (IN SHPO) would forward the letter to the Keeper of the NRHP. This letter would reactivate the process for listing of the property. As the Keeper had previously determined that the property was eligible for listing on the NRHP, the process could be completed in a shorter time frame.

Also at the December meeting, Ms. Jane Sarles questioned if the Clark County Structures Inventory (Structures Inventory) was only for above-ground structures. Mr. Carr had consulted with Ms. Amy Walker of his office. She indicated that archaeological resources were not surveyed, but would be included only if obvious above-ground features exist or if other current evidence of the sites was available; however, even if included in the Structures Inventory, the locations of the archaeological sites would not be included to protect site integrity.

Mr. Sekula questioned the format of the final Structures Inventory. Mr. Carr stated that it was to be available as an electronic database. Mr. Sekula indicated that it would be advantageous to publish the report for the entirety of Clark County for future reference. Application for a Division of Historic Preservation and Archaeology (DHPA) grant could help to defray publishing costs.

Subsequent to the meeting, Ms. Kennedy contacted Ms. Walker for additional information about the Structures Inventory. Her response follows.

If anyone is in immediate need of basic data for Jeffersonville and Utica Townships, we have a GIS layer that we can provide. It appears that some minimal progress is being made on the conversion program to get the survey data into SHAARD and the hope is that everything will be functional by the end of summer (or earlier). I can't say for certain when the remainder of Clark County will be completed, but it's looking like it will be late summer or early fall.

Regarding the publication of Clark County survey data, we made a very conscious decision that with the move into electronic survey, we would no longer be completing paper publications of the survey data (with the exception of Pike and Martin in the I-69 corridor), so that there is a complete set of publications for all 92 counties. All of the survey records will be placed online in SHAARD, which allows for both faster availability to the public (a matter of potentially weeks, rather than the previous two-year cycle for survey/publication) and permit updates as often as needed.

Mr. Sekula inquired about the status of the Central Passage House (CPH), stating that he had received a call from an appraiser. The owner, Mr. Ward, had passed and his wife desired to move from the house. *(Subsequent to the meeting, Ms. Kennedy, in consultation with INDOT Project Manager, Kevin Hetrick, replied that the CPH is currently being appraised; the Indiana Department of Transportation (INDOT) hopes to acquire it by July 2010. It is not currently scheduled for demolition. Additional coordination will continue with the Federal Highway Administration (FHWA) for a final recommendation as to the disposition of the CPH.)*

Mr. Sekula asked about tolling to fund the Project and resultant Section 106 activities. *(Subsequent to the meeting, Ms. Kennedy, in consultation with INDOT Project Manager, Kevin Hetrick, replied that the Authority is exploring various options for project funding and understands there will be several steps necessary in determining and implementing a funding plan for the project. Mr. Steve Schultz is the Executive Director of the Authority and his contact info is available on the Project website: <http://www.kyinbridges.com/>.)*

Utica Limekilns Status - National Register of Historic Places Nomination and Multiple Properties Listing Documentation: Mr. Jeff Vlach, CTS-GEC

At the IHPAT meeting of October 14, 2009, Mr. Michael Matts identified that the Utica Township Limekilns Multiple Property Documentation Form (MPDF) and NRHP nominations had been developed. This historic documentation included the historic context, property types and registration requirements for the kilns, quarries, dump piles, concrete foundations, transportation networks, lime houses and warehouses. INDOT and the IN SHPO reviewed the draft MPDF and NRHP nominations and provided comments in August 2009. Since August 2009, coordination has occurred to continue development of the MPDF and associated nominations, including:

September 10, 2009 with INDOT, IN SHPO and CTS-GEC
February 5, 2010 with INDOT and CTS-GEC
March 22, 2010 with INDOT, IN SHPO and CTS-GEC

This coordination centered on the quarries and associated property types, specifically delineating boundaries for the NRHP nominations. Challenges exist in identifying the extent of the quarries and delineating boundaries to incorporate specific kilns. Research has verified that quarrying of limestone occurred in the area to make lime in nearby kilns. However, a lack of detail makes it not possible to identify what stone from what quarry was used in which kiln. Therefore, it is necessary to make a professional judgment based on this research, topography, proximity, and field observations to affect the size of the NRHP boundaries. CTS-GEC is presently working to produce a new map that identifies the quarries that could potentially be associated with a specific kiln for additional review and comment by INDOT and IN SHPO. It is anticipated that the revised draft documents could be available for review at the IHPAT meeting of June 16, 2010.

Spring Street Freight House – Condition Assessment and Rehabilitation: Mr. Jim Hamilton, SDC 3 and Mr. Jeremy Stewart, SDC 3

Prior to the presentation, Mr. Vlach stated that the Train Depot is formally referred to in its NRHP nomination as the Spring Street Freight House. This is the reference that SDC 3 will use.

A detailed structural inspection of the freight house was completed by SDC 3 and a proposed schematic plan prepared for the renovation of that facility. Structural problems have been found with the existing condition, which would likely result in total building failure. The remedy of the structural problems could be costly; however, if they are not correctly addressed, any effort aimed at restoration should be viewed as a short-term solution. Prior to the inspection, it was anticipated that the CCC and St. Railroad had a standard detail that was applied to certain freight class facilities. The NRHP nomination suggested that each site was locally designed and constructed. This may account for some current structural concerns.

The detailed structural inspection revealed the following foundation issues.

1. Significant horizontal and vertical dislocation of the perimeter beam along the westerly building face.
2. Less significant dislocation at northeast and southeast building corners.
3. Complete removal of the perimeter beam at the east end of the building.
4. A timber building skirt that is probably not original was found to be insect infested along the east half of the westerly building elevation. Insect damage was also evident in the interface between recent and original building materials.

The detailed structural inspection revealed the following superstructure issues.

1. Fire damage to the northeast hip rafter area.
2. Alternate rafters are cross-tied by nominal 2 x 8 joists.
3. Dislocation in nailing of rafter to joist 2 x 4 connectors suggests that the originally nailed connections are not dependable.
4. Roof decking is failing at several spot locations.

Structural repair recommendations include the following.

1. Grading and alignment of the displaced perimeter foundation along with replacement of the removed east perimeter beam is recommended. This can be completed in a cost effective and lasting fashion by temporarily supporting the building at the floor joist

- bearing level while installing a concrete footing below frost depth with corresponding perimeter foundation wall.
2. Repair the fire damaged northeast hip rafter to current standards.
 3. Replace existing sagging ceiling crossties along with the addition of cross ties at the remaining rafters to strengthen the roof systems while providing a ceiling system support.
 4. Reinforce the hinge joint at the double plated wall joint using an exterior steel strap installed below the current siding.
 5. Install timber diagonal members horizontally above the ceiling joists to further align the building superstructure transmitting overturning forces to each building corner where they will be transmitted to the foundation using a plywood gusset installed on the inside wall face at each corner.
 6. Spot replace roof decking and floor as required to correct currently deteriorated locations.

Architectural rehabilitation recommendations include the following.

1. Remove existing non-historic features and elements.
 - a. Remove east end addition.
 - b. Remove all gypsum board and gypsum board interior partitions.
 - c. Remove acoustical panel ceiling.
 - d. Remove exterior dust collector.
 - e. Remove and replace existing aluminum storefront entry.
 - f. Remove and replace vinyl replacement windows.
 - g. Remove existing out building and chain link fencing.
2. Rework interior layout to accommodate two open rooms, one mechanical closet and one unisex toilet room.
3. Provide a new gypsum ceiling in the eastern room attached at the bottom of the roof trusses. This will conceal all structural alterations from the public view.
4. Provide new gypsum board on all exterior walls to conceal all structural alterations and provide a finished interior surface.
5. Restore and repair the existing wood flooring throughout.
6. Restore the existing bead board ceiling in the western room.
7. Restore existing historic wood windows, wood door (west end) and clerestory windows at the original freight doors.
8. Provide all new heating-ventilation-air conditioning (HVAC), electrical and plumbing throughout.
9. Provide new wood windows and south entry door in keeping with the historic character and style of the structure.
10. Reconstruct the existing south entry stoop and ramp for Americans with Disabilities Act (ADA) compliance and floor alignment in keeping with the original building use. Provide new handrails on both the south and west porches.
11. Refinish and rework siding as required to conceal the structural alterations and blend areas where uneven or opening sizes change. Provide new skirting in keeping with the style and character of the building to conceal new structural foundation work.
12. Reconstruct the east façade.
13. Provide a new asphalt shingle roof.

Following the presentation, various questions and comments were offered by the IHPAT members, which are summarized below with noted responses.

- A. Interior – Drywall with baseboard simple wood trim is to be installed as no original wood trim remains. The floor is tongue and groove and is to be refinished. In the office, the original pine floor is to be exposed. A working freight scale is flush with the floor in the main office; it is to remain.
- B. Schedule – The building rehabilitation is to be bid in April 2011. The INDOT has funded the rehabilitation as a part of the fiscal year that extends from July 1, 2010 through June 30, 2011. The plans as presented are the 30% plans; the 60% plans are anticipated for presentation at the June 16, 2010 IHPAT meeting; the 90% plans are anticipated for presentation at the August 18, 2010 IHPAT meeting. Funds will be obligated in April 2011 by INDOT with the award of the bid.
- C. Structural Failure – It is not anticipated that the structure would fail before the rehabilitation is initiated.
- D. The metal storage building behind the Freight House is to be demolished as a part of the rehabilitation.
- E. Proposed Use – Over time, the Freight House has had various uses. Between 1920 – 1950, the building was a freight depot. Following this, it was converted to an industrial use and an office, which was the last known use. It is to be rehabilitated into office space. As originally noted in the MOA, the Indiana Ombudsman was to move into the Freight House, but he is no longer to be the tenant. After the rehabilitation, the INDOT will place a preservation easement on the property and (most likely) offer the building for sale (as office space) through the Indiana Department of Administration state surplus property sale procedures. The disposition of the building would be in accordance with existing state law. The City of Jeffersonville expressed interest in the using the building as the county museum.
- F. Site Plan – Mr. Fogle noted that the intersection of 10th Street and Spring Street is a gateway to the City of Jeffersonville. Future developments at this intersection should be made compatible with the rehabilitation of the Freight House. SDC 3 indicated that the site would be renovated in accordance with current (City) Planning and Zoning Department standards. SDC 3 was encouraged to visit Preservation Station to view the constructed rain gardens, pervious surfaces and bioswales for possible use at the Freight House, as well as the interior trim and wainscoting. Mr. Sekula indicated that a freight depot in Pollocksville, North Carolina was moved from its original location to the river front and is in use as the town hall; SDC 3 should check this building rehabilitation on Google Earth.
- G. Archaeological Resources – Mr. Carr indicated that Dr. Rick Jones, the Indiana State Archaeologist, would review the proposed foundation plans for archaeological clearance. The center foundation will remain at its existing depth and not be extended below the frost line.
- H. Phase I Environmental Site Assessment – Mr. Sekula questioned if a site assessment was completed for the Freight House site during the Environmental Impact Statement (EIS) phase. The Project corridor had hazmat investigations performed during the EIS. INDOT is currently working on a preliminary engineering contract with the SDC 3 to perform Phase II hazardous materials investigations, as determined necessary by the Phase I investigation.
- I. The IHPAT members concurred with the building rehabilitation plans and urged the placement of a plaque on site describing the history of the Freight House. Mr. Hamilton assured the IHPAT that interpretative signage was an element of the design in accordance with the MOA.

Final Comments: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach asked that any additional comments be provided to CTS-GEC by April 29, 2010 for inclusion in the record of the meeting. The next scheduled IHPAT meeting is June 16, 2010 at 10:00 AM in the Community Room of the McCauley – Nicolas Centre. The meeting was adjourned at 11:30 AM.

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IN SHPO:	John Carr
INDOT:	Mary Kennedy
FHWA:	Duane Thomas
Clark County:	Carl Kramer
City of Jeffersonville:	Brian Fogle
Jeff Historic Preservation Commission:	Laura Renwick
HLFI:	Greg Sekula
Rose Hill Neighborhood Association:	Joe Rafferty
Indiana Ombudsman:	Carl Percy
City of Jeffersonville/ Construction Solutions:	Peggy Duffy
CTS-GEC:	Jeff Vlach Bob Lauder
SDC 3:	James Hamilton Josh Smith Jeremy Stewart