

**Louisville - Southern Indiana Ohio River Bridges Project  
Indiana and Kentucky Historic Preservation Advisory Team  
Meeting – November 27, 2007  
TARC Administration Building**

**Opening Remarks: Mr. Jeff Vlach, CTS-GEC**

Mr. Vlach opened the meeting and thanked everyone for attending. The members in attendance were asked to identify themselves and their affiliation. Mr. Vlach then turned the meeting over to Mr. Sacksteder for facilitation.

Mr. Sacksteder turned to the Co-chairs, Ms. Amanda Abner, KYTC and Janie-Rice Brother KY-SHPO Rep, Mary Kennedy, INDOT and Mr. John Carr, IN-SHPO Rep for any updates.

It was expressed the letter had been received from Historic Landmarks Foundation of Indiana and is under internal review.

It was also noted Ms. Amanda Abner is the new co-chair to replace Wayna Roach for KYTC.

The meeting was turned over to the members of SDC 5 who began the last round of a three workshop session with discussions of architectural design details of the Downtown Bridge.

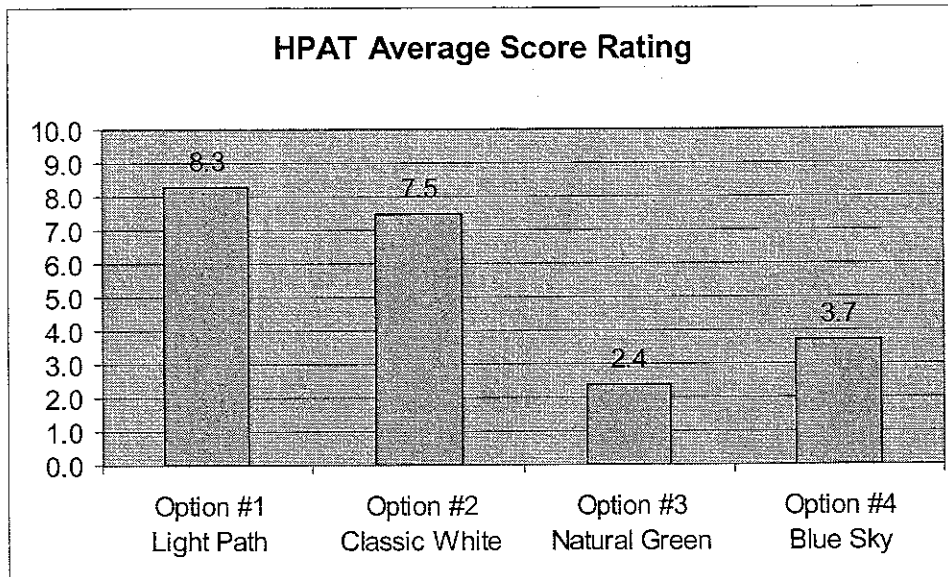
**East End Bridge Presentation: Miguel Rosales, SDC5**

Mr. Steve Slade introduced Mr. Rosales, the bridge architect for the East End Bridge. The HPAT groups were provided paper comment forms for the four aesthetic lighting options. The forms provided a space for ranking each lighting option on a scale from 1 to 10 for its suitability in the site context, along with a space for written comments. The comment forms also provided a space for written comments related to the other topics discussed during the meeting, including signage, noise abatement and the Kentucky approach to the East End Bridge, as well as the recommended color and concrete texture for the bridge.

Input from the workshop related to the aesthetic lighting options included the following:

- The comment forms received from the HPAT members indicated an overall preference for Option #1 Light Path, followed closely by Option #2 Classic White.
- The comments indicated that Option #1 Light Path was the most minimal of the concepts, which is desirable in the context of the bridge site. Others indicated that Option #2 Classic White was preferred. Some comments suggested that lighting of the cables, even minimally, emphasized this important part of the design.
- Several HPAT members indicated a preference for the railing lights for the walkway, in order to minimize the spill of light off of the bridge.
- Others indicated that the underneath side of the walkway should not be lit, in order to maintain as much darkness in the area as possible.

The following shows the average ratings that were provided.



The following is a summary of the questions and input received during the HPAT Workshop #3:

HPAT Comments/Questions	Team Response
<b>Noise Abatement</b>	
The Restore 64 project has reduced vibration and noise by about 98% for the Riverfields office. Is there a professional preference for concrete over asphalt?	Both surfaces will be studied in the next phase. There could be maintenance differences. Most of the US bridges use concrete deck. The asphalt overlay needs replacement more frequently than the concrete.
Where is the KY finger joint?	At the pier near Transylvania Beach Road.
Do the surfaces for the approach and the bridge have to be the same?	Not necessarily. The FHWA report commenting on this issue should be out later this year.
The use of asphalt versus concrete does not influence the number of joints?	That is correct. These are independent features.
<b>Signage</b>	
Will there be ITS signage on the bridge?	We wouldn't anticipate any on the bridge, but the study of the signage is not yet complete.
Will there be special signs for the tunnel approach and for the wellhead protection area?	We are not yet to this level of detail in the signage study.
<b>Aesthetic Lighting</b>	
On Concept 1, is the top half of the tower dark to reduce the long distance impact?	None of concepts have lighting for the tower all the way to the top.
The intrinsically dark sky in this area is best respected by Concept 1.	
Is Concept 1 the only one with the blue walkway lighting?	The walkway concepts can be mixed and matched with the tower concepts.
This could be an area where the public input could conflict with the historic perspective.	

HPAT Comments/Questions	Team Response
<b>Aesthetic Lighting (continued)</b>	
The white lighting is preferred over the colored lighting. Concept 1 is most respectful to the landscape. Concept 2 would be the second option – this would be the maximum amount of lighting preferred on the bridge.	
Does the Coast Guard have to approve the aesthetic lighting?	They will provide a review of the aesthetical lighting.
Is there additional lighting for navigation?	There will be green lights marking the navigation channel, but they are unobtrusive.
Would the walkway lighting in the wall be visible from the water or the ground?	It would be somewhat visible.
How the lighting is handled on the approaches will be a bigger issue due to the proximity to homes in the area.	There is a nighttime standard level of lighting required by AASHTO.
Would the light attract insects, bats, or owls? Would the blue lights be less attractive to insects?	The blue light might be somewhat less attractive. This is something that can be considered.
<b>Kentucky Approach</b>	
Can the anchor pier design be carried through the river terrace piers?	The super structure type is one item that will have to be considered – Section 5’s concrete box may or may not be carried through Section 4. We are going to look at ways to carry the shape concept through the approach.
Has Section 4 made a decision on the concrete box?	Not at this point. The span arrangement study is in draft form at this point.
<b>Other Comments/Questions</b>	
<b>Team Response</b>	
What percentage of design is completed for the bridge?	About 15%. The design of a cable stayed bridge is very dynamic. Small changes can cause changes throughout the design. This is the reason that some elements of the bridge will continue to change.
Is this also true for the downtown bridge?	Yes.
	Please note the comment period will run through December 12, 2007.
Thank you to the consultants for the excellent presentation today.	

**Final Comments: Mr. Jeff Vlach, CTS-GEC**

Mr. Vlach noted any comments for consideration by the Co-chairs should be made in writing by the close of business on December 12, 2007. All written comments should be sent to CTS-GEC, 305 N. Hurstbourne Ln. Ste. 100, Louisville, KY 40222.

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TEAM ATTENDEES**

**Co-chairs:** John Carr – IN-SHPO Rep, Mary Kennedy – INDOT, Amanda Abner – Kentucky Transportation Cabinet, Janie-Rice Brother – KY-SHPO Rep

**City of Prospect:** Ann Simms; Sandra Leonard

**Clark County Historian:** Jeanne Burke

**Clarksville Historical Society:** Jane Sarles

**Historic Landmarks Foundation of Indiana:** Greg Sekula

**Jeffersonville Historic Preservation Commission:** Laura Renwick

**Metro Preservation:** Richard Jett

**River Fields, Inc.:** Leslie Barras

**Rose Hill:** Joe Rafferty

**CTS – GEC:** Jeff Vlach  
Christa Turner  
Chad Costa  
John Sacksteder  
Jim Hilton

**SDC 4:** Jerry Leslie  
Doug Burton

**SDC 5:** Steve Slade  
Samantha Wright  
Gary Elder  
Dennis Baron  
Ruchu Hsu  
John Carr  
Miguel Rosales

**Audience:** Jadie Tomlinson  
Matt Bullock  
Paul Boone

**IN Ombudsman:** Carl Percy

**KY Ombudsman:** Lee Walker