



Meeting Summary

Section 1 - Kennedy Interchange & Section 4 - East End Kentucky Approach Regional Advisory Committee Meeting October 26, 2006

A joint Section 1 (Kennedy Interchange) and Section 4 (East End Kentucky Approach) Regional Advisory Committee meeting was held on Thursday, October 26, 2006 at the Frazier International History Museum. An update on the progress made in Section 1 and Section 4 was presented, ending with discussion.

The following individuals from the Regional Advisory Committee were in attendance:

Saeed Assef	Metropolitan Sewer District
Leslie Barras	River Fields
Tonya Fischer	One Southern Indiana
Doug Hamilton	Metro Louisville EMA
Rick Johnstone	Louisville Metro
Joan Lindop	Sierra Club
Mohammad Nouri	Metro Planning & Design
Mache Readus-Wright	Metro Public Works
Meme Sweets-Runyon	River Fields
Harold Tull	KIPDA

Project management present:

Kentucky Transportation Associates (KTA): Richard Sutherland-Deputy Project Manager; Brian Aldridge, David Reed, Charlie Scott, Greg Murphy, Miguel Rosales

H.W. Lochner: Jerry Leslie–Project Manager, Chuck Craycraft, Debby Taylor

Community Transportation Solutions – General Engineering Consultants (CTS-GEC):
John Sacksteder, Kristen Leggett

Project Staff: Jadie Tomlinson - Kentucky Transportation Cabinet, George Jones – Federal Highway Administration (FHWA), William Hanson – FHWA, Lee Walker-KY Ombudsman

Section 1:

The Section 1 presentation began at approximately 8:15 a.m. The following is a summary of the topics discussed.

1. Mellwood-Story Connector Study

Key study elements:

- Determine if two-way operation of Story and Mellwood Avenues is feasible
- Study the elimination of the connector proposed in the environmental document

- If two-way operation is feasible, investigate new full interchange at Mellwood

Potential Issues:

- Cost for new interchange with Mellwood improvements = Approximately \$20M
- Business and right-of-way impacts along Mellwood
- Environmental Impacts

Conclusions:

- Study is complete
- Two-way traffic is viable with a single interchange at Mellwood Ave and improvements to Mellwood
- Additional preliminary engineering and environmental analysis would be required to move the project forward and determine all the impacts
- Bi-State Management Team (BSMT) will make decision on the direction for the study in 2007

2. Waterfront Park Impact Reduction Study

Study Phases:

- Phase 1
 - Development of alternatives to reduce width over the Great Lawn
 - Consider raising elevation of I-64
- Phase 2 – Bridge Type Study
 - Bridge Type Options
 - Reduce number of piers

Study status:

- Phase 1 is complete
- Kentucky Transportation Associates is proceeding with the design of Layout 5-M. This alternative includes:
 - No access from Second Street to southbound I-65 (proposed access to northbound I-65 remains)
 - I-64 westbound/I-71 southbound will have new access to River Road
 - Third Street exit will be closed. I-65 traffic can use Jefferson Street or Ninth Street for downtown access

3. Noise Walls

Key Study Elements:

- FEIS included three locations for further study
- Seven locations were initially evaluated by KTA; subsequent study looked at I-64 east
- Two reports were submitted to BSMT

Study status:

- Currently, one wall site is under final consideration (Section 7, east of I-64 near Clifton)
- Community will have opportunity to comment on wall desirability
- BSMT will make final decision on if and what types will be constructed

4. North-South Access and Witherspoon/Geiger Street Relocation

Key Elements:

- Immediate Needs Report (INR), Historic Preservation Plan (HPP) for Butchertown, and the Downtown Development Corporation's land use study (for the 40-45 acres to be left

vacant once the Kennedy Interchange is relocated) made recommendations on the relocation of the proposed Witherspoon Extension (to follow the alignment of existing Geiger Street) and additional access through/under the proposed I-64

Study status:

- Once the HPP for Butchertown is finalized, the BSMT will make a decision on additional north-south access locations
- KTA has initiated a study to investigate the impacts associated with two potential alignments for the proposed Witherspoon Extension
 - Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) alignment, just south of the Kennedy Interchange and parallel to I-64
 - Geiger Street alignment to parallel Washington Street and reconnect the Butchertown Street grid
- Alternatives will include a four-lane street with sidewalks
- Impacts will be provided to BSMT for consideration

5. **Accelerated Construction Section**

Key Elements:

- Construction along I-65 south is being accelerated due to maintenance concerns
- Limits are just north of Broadway to just north of Liberty Street
- This section is likely to go to construction in 2007

6. **Bikeway Study**

Key Study Elements:

- A study of likely connections to the existing bikeway network was advanced early in the project

Study status:

- The bikeway study has been on hold for several months awaiting final decisions on related studies
 - Mellwood-Story Study
 - Witherspoon/Geiger Street Extension
 - Additional North-South Access

7. **Gateways**

Key Elements:

- Two gateways are mentioned specifically in the FEIS
 - Main Street
 - Market Street
- Additional gateways proposed in the INR and Draft HPP's for Butchertown and Phoenix Hill

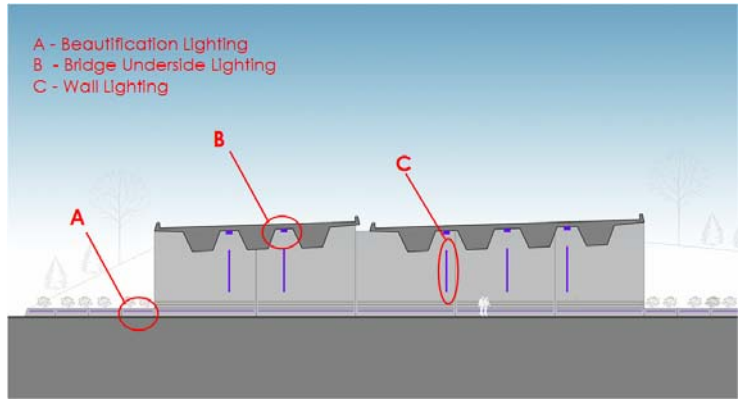
Study status:

- KTA is applying the approved Aesthetic Guidelines at each gateway location
- Each location is being considered on an individual basis

8. **Accent & Viaduct Lighting**

Key Elements:

- The current concept for viaduct lighting is categorized into three components



Lighting concept for Floyd Street structure

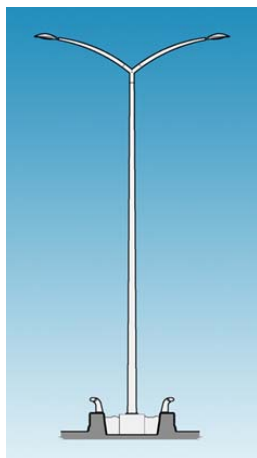
9. Interstate Lighting

Key Elements:

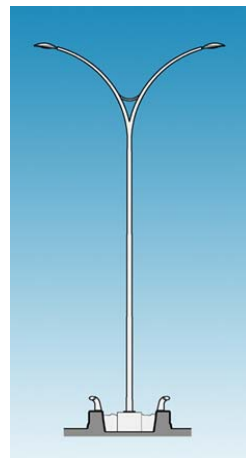
- Concepts for lighting and sign supports have been developed for discussion



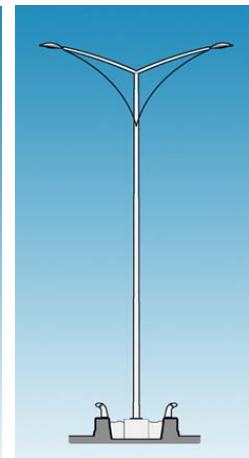
Existing



Option 1



Option 2



Option 3



Existing



Option 1



Option 2



Option 3

10. Streetscaping

Key Elements:

- Commitments are outlined in the Memorandum of Agreement for Streetscaping in Butchertown and Phoenix Hill
 - Butchertown: “KYTC shall design and construct streetscape improvements within the entire Historic District”
 - Phoenix Hill: “KYTC shall include streetscape improvements along Main and Market streets from Floyd to Clay streets”
- Early concepts include continuation of existing streetscape enhancements that have been implemented along Main and Market in the vicinity of I-65 and Slugger Field

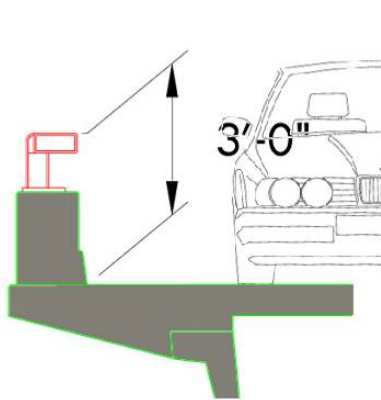
Study status:

- Work has not yet begun
- KTA will present a plan of action to BSMT for approval
- Plan will include meetings with neighborhoods to develop guidelines and concepts

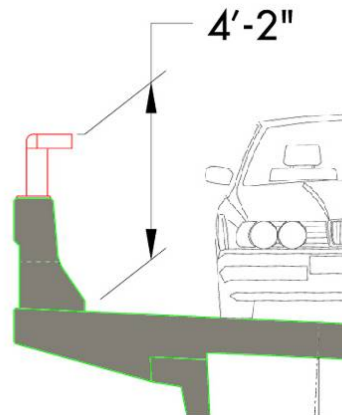
11. Railings

Key Elements:

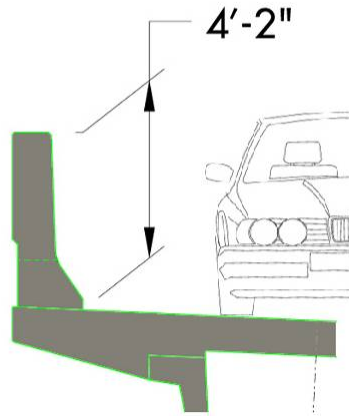
- Concepts for roadway barriers/railings have been developed for discussion



3' Barrier with Rail



Tall 4'2" Barrier with Rail



Tall 4'-2" Solid Concrete Barrier

Study status:

- Concepts are being further refined and evaluated
- Railings are not currently being considered for median barriers

12. Landscaping

Key Elements:

- Landscape guidelines have been prepared and submitted to BSMT
 - Reinforce a sense of regional identity and place
 - Create a quality visual experience for travelers
 - Improve highway drivability and safety
 - Provide visual continuity and internally unify various highway components
 - Integrate the interchange with the local setting
 - Screen and buffer views of the highway from adjacent areas, and screen views from the highway of unattractive urban development
 - Accentuate scenic vistas
 - Protect and improve environmental quality including air and water quality, habitat protection, and erosion control
 - Visually and physically extend and connect parks and green space
 - Create and reinforce multi-modal connections and linkages
 - Reduce roadside maintenance
 - Contribute to definition of community gateways
- The preliminary concept divides the Kennedy Interchange into landscape zones by existing context
 - I-64 Segment: Ravine Woodland
 - Recessed highway flanked by densely planted (wooded) side slopes
 - I-64/I-71 Segment: Braid Bars and Islands
 - Plants and landforms symbolize vegetated gravel bars and braid bars along rivers and creeks
 - I-64/I-65 Confluence: River Bottom Tree Groves
 - Canopy of large bottomland trees (sycamores, cottonwoods) across gently rolling grassland
 - I-65 Segment: Rock Cliffs and Ledges
 - Trees and shrubs along base of highway walls and abutments

Study status:

- Concepts are under further development
- Landscape design will occur in subsequent project phases

13. Interpretive Signage

Key Elements:

- Interpretive signage is a commitment in the Memorandum of Agreement for Butchertown and Phoenix Hill

Study status:

- Work has not yet begun
- KTA will develop concepts in collaboration with both neighborhoods in the next phase

14. Traffic calming

Key Elements:

- Traffic calming is a commitment in the Memorandum of Agreement for Butchertown and Phoenix Hill

Study status:

- Work has not yet begun
- KTA will develop concepts in collaboration with both neighborhoods in the next phase

15. Revised Pier Types

Key Elements:

- Aesthetic Guidelines developed which included recommendations for pier shape and superstructure type
- Guidelines have been presented to all advisory groups and were approved by the BSMT
- Recommendations included the use of box girders; elliptical piers and integral piers

Study status:

- Cost and constructability issues were considerations with the integral pier caps
- “Y” piers being considered as an alternative

16. Discussion

Following is a summary of discussion following the presentation.

Regular Text: Attendee comment or question

Italicized Text: Project Team response

Post-Meeting Addition: Indicates additional information not shared at the meeting.

1C. It is important for people to appreciate how work done here relates to Jeffersonville, IN.

2Q. (On the Mellwood-Story Study) Under the scenario where a new, single interchange is constructed and Mellwood and Story are converted to two-way, will the Story Avenue Ramps go away?

2R. *Yes, if a single interchange were to be constructed, there would be direct freeway access on Mellwood only.*

3Q. (On the Mellwood-Story Study) I understand that no additional right-of-way will be required west of Spring Street, but how about doing that from Spring to Frankfort? Why could we not stay within the Mellwood current lanes? Was the alternative shown based on 5 lanes?

3R. *The single interchange and two-way conversion works only with significant improvements to Mellwood, including widening to four lanes (two in each direction.) This would require additional right-of-way from Beargrass Creek to Frankfort Avenue. Ideally, five lanes would be provided in the vicinity of the interchange to facilitate left turning traffic but the alternative shown depicts only a four-lane section.*

4Q. In the Waterfront Impact Reduction Study, Layout 5M, what happens to the River Road segment south of the new exit ramp?

4R. The current plan is to realign this section and add a right-turn lane onto westbound Bingham Way.

5Q. (On the Waterfront Park Impact Study) Have you conducted a mobility analysis to see how the selected alternative will affect access to the city? We need to keep the blood flowing to the whole heart of the city.

5R. A mobility analysis has not been conducted. However, travel times between external origins and downtown destinations were estimated using traffic simulation models. We found that within the central business district, there is not a significant difference between travel times in the Selected ROD Alternative and Layout 5-M, the current alternative.

6Q. Were the noise walls for section 5 (south of I-64, approximately between Cabel Street and Story Avenue) eliminated based on a cost / benefit analysis? Noise walls should not be tied to a cost / benefit analysis. There should be additional considerations because of historic preservations.

6R. There are a number of "reasonableness" criteria that must be satisfied in order to determine the feasibility of constructing a noise wall; the cost per benefited receiver ratio is only one of those criteria. The only wall segment that satisfied each criterion is along Section 7, east of I-64 between Mellwood Avenue and the railroad overpass.

7C. We think the issue of sound proofing should be considered more.

8C. With the issue of lighting, the KHPAT saw the lighting concepts and they were opposed because the under path lighting looks very unsafe.

9C. With the railings, the concrete block precludes a lot of visual aspects. I find it hard to think people would like the concrete railing.

10C. I want to commend you on selecting cottonwood and sycamores for our area because they fit so well. I would like to see pictures of another urban area where you have done this so we can see where landscape architecture has worked. I would like see smaller trees because they are healthier in the long run.

11Q. We have concerns about the proposed pier structure type with downtown. We have to fill in holes or somehow make this pigeon proof. Otherwise they will create a home. Do all of these structures have to be changed? Does it have to be all or nothing?

11R. That has been discussed, and if such piers were to be pursued further there are options to prevent birds from roosting in the "Y". Not all structures have to be changed; there are locations where integral pier caps must be used.

12Q. Can we have access to this presentation?

12R. CD's will be mailed to each RAC representative.

Section 4:

The Section 4 presentation began at approximately 9:30 a.m. Jerry Leslie, Section 4 Project Manager, gave a PowerPoint presentation overview of the Preliminary Line and Grade (PL&G) Plans for Section 4.

1. US 42/KY 841 Ramp Relocation, Construction Issues

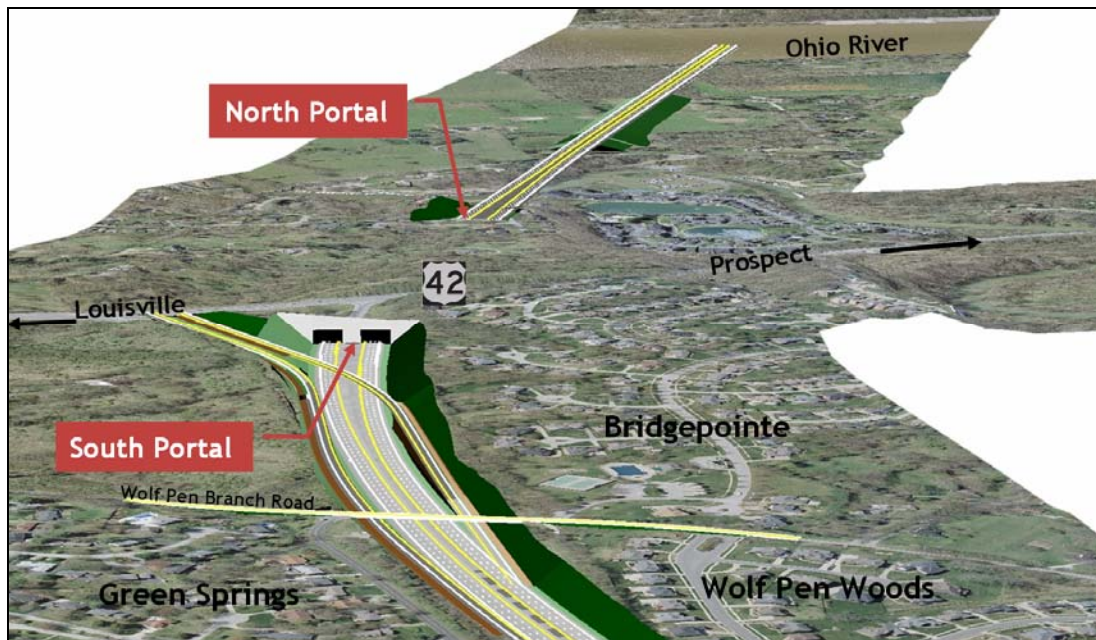
- Staging Area
- Maintenance of Traffic
- Working Hours
- Noise
- Dust Control
- Blasting and Vibration
- Communication

2. PL&G Record of Decision (ROD) Commitments

- Each of the following were mandated in the ROD for consideration during the design phase:
 - Context Sensitive Solutions
 - Endangered Species
 - Erosion Control
 - Air Pollution
 - Noise
 - Construction Blasting
 - Woody Revegetation
 - Water Pollution
 - Traffic Control
 - Tunnel Design, Construction and Operation
 - Historical Resources
 - Avoidance Commitments

3. PL&G Design Goals:

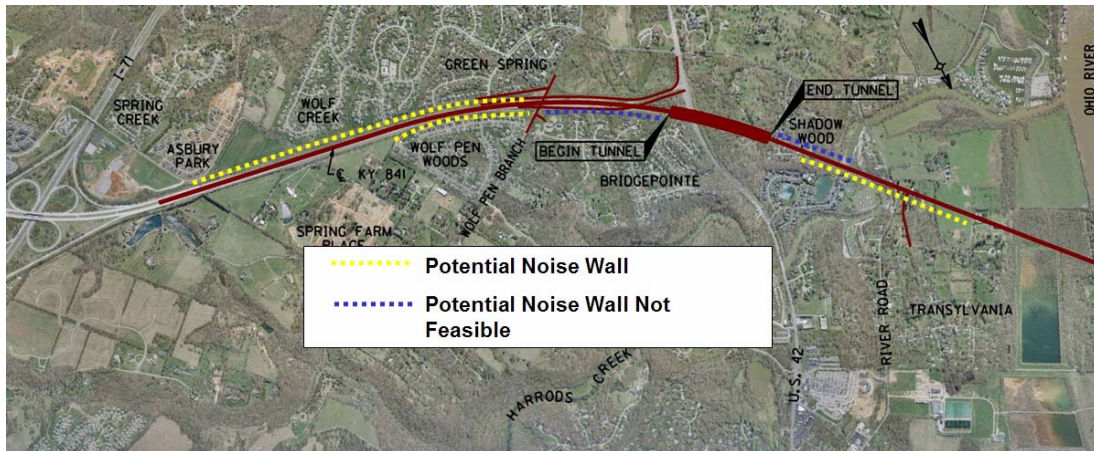
- The following goals were considered during the development of the preliminary design plans:
 - Drivers should recognize that they are traveling through a special place
 - The design should acknowledge and be responsive to the aesthetic and historic context found within the Country Estates of River Road Historic District
 - The design should serve to break down the scale of the roadway elements
 - The design should ensure the surface water runoff meets ROD, State and Federal requirements
 - The Project should be a source of pride for the east-end communities



PL&G Alignment

4. Potential Noise Walls

- Study on “eligible” location and submitted to BSMT
- Five locations are under consideration
 - Green Springs/Wolf Creek
 - Wolfpen Woods
 - Bridgepointe
 - Shadow Wood
 - Harbor at Harrods Creek
- Affected communities, Prospect, KHPAT, AAT and Regional Advisory Team will be asked to comment on Barrier Design
- BSMT will make final decision on which walls and what types will be constructed



Potential Noise Walls

5. Aesthetic Design Guidelines

- Aesthetic Design Guidelines are under development
- Guidelines will address the characteristics or appearance of the following:
 - Roadway Character
 - Tree Protection Measures
 - Cuts and Fills
 - Retaining Walls
 - Sound and Safety Barriers
 - Stormwater Management
 - Structures
 - Tunnel Portals
 - Drumanard Preservation
 - Pedestrian and Bicycle Issues
 - Roadway Appurtenances

Following is a summary of discussion following the presentation.

Regular Text: Attendee comment or question

Italicized Text: Project Team response

Post-Meeting Addition: Indicates additional information not shared at the meeting.

1Q. When will the US 42 reconstruction be completed?

1R. It is scheduled to be completed by the end of November.

Since the RAC Meeting, the contractor for the US 42 / KY 841 work has submitted a proposed schedule for completion that includes a request for an extension. KYTC is evaluating the request.

2Q. Is the contractor working weekends? Was there not a commitment to weekday work only?

2R. Yes, there have been some weather delays and the contractor is working weekends. The commitment was originally made and KYTC had taken the contractor's request to work weekends very seriously but had the leeway to approve weekend work based on a written request with justification from the contractor.

3Q. Has KYTC's approval for the contractor to work weekends had been communicated to the neighborhoods?

3R. The adjacent neighborhoods had been notified via email and the Project website has posted the information as well.

At the conclusion of the meeting, John Sacksteder asked that the RAC members submit any comments they may have. Richard Sutherland agreed to mail out CDs with both the Section 1 and 4 presentations on them to the RAC members.

The meeting adjourned at approximately 10:05 a.m.