



Meeting Summary

Section 1 Kennedy Interchange Area Advisory Team Meeting No. 1 November 18, 2004

The initial Kennedy Interchange Area Advisory Team meeting was held on November 18, 2004 at the Glassworks Building. Introductions of the Bi-State Management Team, Community Transportation Solutions-General Engineering staff, the Section 1 Design Consultant Team and Area Advisory Team members were made. An overall project update and section overview was presented, ending with discussion.

The following individuals from the Area Advisory Team were in attendance:

Jim Segrest	Butchertown Neighborhood Association
Kathleen Skaggs	Clifton Community Council/FABA (Frankfort Ave. Business Assc.)
Barry Alberts	Downtown Development Corporation
Bill Gatewood	Louisville Metro Councilman Willie Bright's Office
Graham Cooke	Louisville Metro Councilwoman Tina Ward Pugh's Office
Mohammad Nouri	Louisville Metro Planning & Design
Aida Copic	Louisville Metro Planning & Design
Mark Adams	Louisville Metro Public Works Department
Michael Kimmel	Louisville Waterfront Development Corporation
Carol Hensley	Main Street Association
Steven Kersey	Phoenix Hill Neighborhood Association, Inc.

Other individuals attending:

Barry Zalph	Bicycling for Louisville
Stewart Prather	Louisville Bicycle Club
Leslie Barras	River Fields
Meme Sweets Runyon	River Fields

Project management present:

Kentucky Transportation Associates: Glen Kelly, Project Manager, Richard Sutherland, Deputy Project Manager, Dan Byers, Jim Gallt, David Smith, David Reed, Miguel Rosales, Chuck Wood

Community Transportation Solutions – General Engineering Consultants (CTS-GEC):
Becky Aguiar, Richard Cary-Brown, Dan Burgess, Kevin Ginnerty, Jim Hilton, Steve Hoefler, Kristen Jordan, David Kroll, Michelle Marcum, Christa Turner

Others:

John Ballantyne-Federal Highway Administration-KY, Bart Bryant-Kentucky Transportation Cabinet, Ed Cox-Indiana Department of Transportation (INDOT), Bill Gulick-Kentucky Transportation Cabinet, Lee Walker-KY Ombudsman

1. **Introductions**

1.1 Richard Cary-Brown, Community Transportation Solutions-General Engineering Consultant (CTS-GEC)

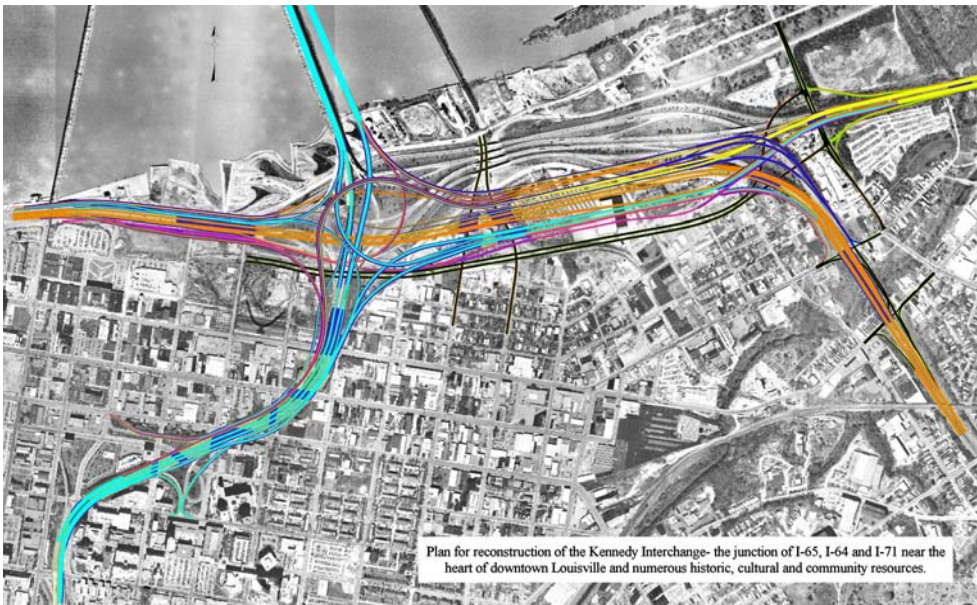
2. **Project Update and Public Involvement Overview**

Overall Project Update - Richard Cary-Brown, Community Transportation Solutions-General Engineering Consultant (CTS-GEC)

2.1 Meeting Guidelines

- Environmental Impact Statement Phase Participation – Completed in 2003
- Design Phase Participation – Begun in 2004
- Area Advisory Team Representatives
- Meeting Format
- Comments
- Frequency of Meetings

2.2 Section 1 – Kennedy Interchange

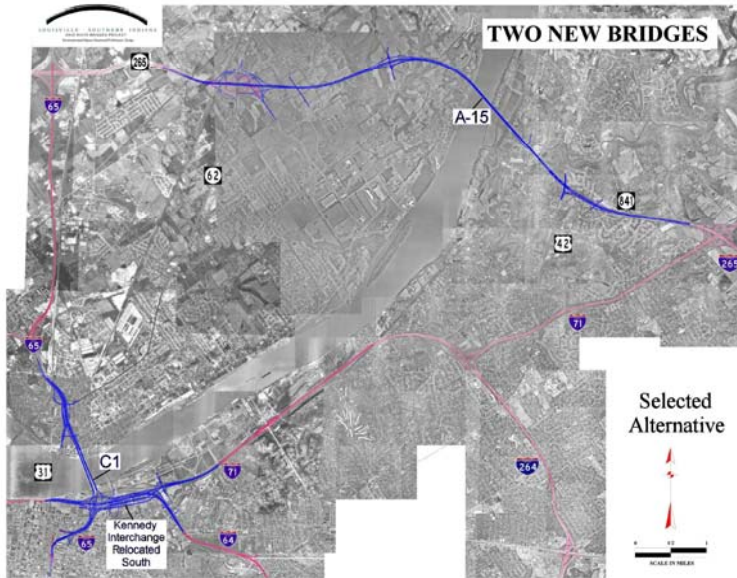


3. Section 1 Overview

Project Approach

3.1 Project Update

- The Selected Alternative



- Six Sections: An overview of the six sections was provided.
 - Section 1 - Kennedy Interchange
 - Section 2 - Downtown Bridge
 - Section 3 - Downtown Indiana Approach
 - Section 4 - East End Kentucky Approach
 - Section 5 - East End Bridge
 - Section 6 - East End Indiana Approach



3.2 Organizational Structure

A chart illustrating the connection between the Bi-State Management Team, the general engineering consultant firm, the project design sections and their relationship with the historic preservation and area advisory teams were explained.

3.3 Section Design Consultants

Section 1 – Kennedy Interchange

- **Kentucky Transportation Associates (KTA)**

Section 2 – Downtown Bridge

- **Michael Baker Jr. Inc.**

Section 3 – Downtown IN Approach

- **Butler, Fairman and Seufert, Inc.**

Section 4 – East End KY Approach

- **H.W. Lochner**

Section 5 – East End Bridge

- **Parsons Brinckerhoff Quade and Douglas**

Section 6 – East End IN Approach

- **Indiana Approach Partners**

3.4 Schedule

- Final Environmental Impact Statement – April 2003
- Record of Decision – September 2003
- Community Transportation Solutions – General Engineering Consultant selected – July 2003
- Section Designers Selected – November 2003 to November 2004
- Right-of-way Plans 2006
- Construction 2007

4. Design Process and AAT Involvement

4.1 Public Input Methods

- Individuals
- Community Groups
- Area Advisory Teams
- Historic Preservation Advisory Teams
- Regional Advisory Committee
- Ombudsman
- Web site – www.kyinbridges.com
- Hot line
- E-mail

4.2 Public Input Organizations

- Historic Preservation Advisory Teams (HPAT)
 - Indiana HPAT
 - Kentucky HPAT
- Area Advisory Teams (AAT)
 - Four Geographic Areas
- Regional Advisory Committee (RAC)
 - One Project-wide

4.3 The Role of Public Input Organizations

- Historic Preservation Advisory Teams (HPAT)
 - Historic Preservation Plans
 - MOA/ROD Commitments
- Area Advisory Teams (AAT)
 - Interchange Refinements
 - Context Sensitive Solutions (Aesthetic Treatments)
 - Bridge Type Selection Process
- Regional Advisory Committee (RAC)
 - Project-wide Issues
 - Bridge Type Selection Process

4.4 Bridge Type Selection Flowchart was discussed

5. Design Section 1 Overview

Richard Sutherland, Kentucky Transportation Associates (KTA), Deputy Project Manager

5.1 The Kennedy Interchange

5.2 Section 1 Design Team

25 KTA Team Members

- 15 firms are Kentucky-based; 18 KY offices
- Core team comprised of four of Kentucky's top "home grown" design firms
- 12 firms have Louisville offices
- Many firms have national reputations in highly specialized areas of expertise
- 11 Disadvantaged Business Enterprises (DBE)

5.3 KTA Team Members

- QK4
- American Consulting Engineers
- Palmer Engineering Company, Inc.
- WMB, Inc. Consulting Engineers
- FMSM Engineers, Inc.
- URS Corporation
- Wilbur Smith Associates, Inc.
- ClasSickle, Inc. (DBE)
- Hall-Harmon Engineers, Inc. (DBE)
- Wang Engineering, Inc. (DBE)
- K.S. Ware and Associates, LLS (DBE)
- EHI Consultants (DBE)
- Elizabeth Niemann & Associates, Inc. (DBE)
- Dunaway Engineering, Inc. (DBE)
- Rosales Gottemoeller & Associates, Inc. (DBE)
- KHAFRA Engineering Consultants, Inc. (DBE)
- Photo Science
- United Construction and Design Group, Inc. (DBE)
- Niche Marketing (DBE eligible)
- Brandston Partnership, Inc.
- Robert J. Bernhard, PE
- The Technology Group
- Jones and Jones Architects and Landscape Architects, Ltd.
- Donn E. Hancher
- Northrop Grumman Mission Systems

6. Approach to Project

6.1 Focus Areas

- Interchange borders four distinct areas
 - Butchertown
 - Phoenix Hill
 - Waterfront Park
 - Downtown Business Core
- Each area has its own set of issues and concerns
- The historic districts have their own set of FEIS commitments in the ROD

6.2 KTA Plan

- Identify community issues and concerns and FEIS commitments early which could affect project design
- Develop plans to address the issues/concerns and FEIS commitments
- Perform overall geometric review of the interchange proposed in the environmental study
- Develop aesthetic concepts and treatments
- Produce Right of Way plans by November '06

6.3 Identification of Issues and Concerns

- Met with Butchertown, Phoenix Hill, Waterfront Development Corporation, Downtown Development Corporation and Louisville Metro to develop initial lists
- Developed plans to address each issue and concern
- Worked with each entity to refine plans
- Critical studies, now underway, resulted from this effort

7. **Kennedy Interchange Work Update**

7.1 Review Design Proposed Interchange

- Study the I-65 section from north of Broadway to I-64, east of the extreme park
- Study how to build a new bridge at the south end of the existing Kennedy Bridge and maintain traffic

7.2 Development of Interchange Aesthetics – Three Step Process

Step One: Urban Design Guidelines

Develop principles to guide the development of aesthetic concepts

- Historic preservation plans will provide guidance on context of Phoenix Hill and Butchertown
- Context derived from Waterfront Park and downtown are equally important influences on guidelines

Utilize the principles to develop structural concepts to “best fit” the surrounding neighborhoods

Step Two: Develop Critical Structure Types

Refine bridge, wall and other critical structure designs to a point where piers can be located, structure depths are known and wall types are selected

Final details of aesthetics to be deferred until STEP THREE

Step Three: Finalize Aesthetic Details

After the development of theme and bridge type for the river crossing, details of bridges, walls, railings, lighting fixtures, sign supports, etc., details will be finalized to provide consistency of appearance throughout the project. Detail specific to local areas will also be provided at this point.

8. **Interface with Area Advisory Team (AAT)**

8.1 AAT Role

- Feedback on aesthetic concepts for project elements
- Feedback on Section 1 issues identified throughout the project

8.2 Aesthetics

- KTA and GEC are in the process of collecting baseline information to begin concept development of critical structural elements
- KTA will present Urban Design Guidelines and basic interchange concept in January to AAT (STEP ONE)
- Development of basic bridge and wall concepts will commence after these meetings
- Specific concepts will be presented to AAT in March (STEP TWO)
- Finished details will be presented to AAT after completion of river bridge aesthetics (STEP THREE)

9. Issues Identified

9.1 Key Issues

- Waterfront Park Impact Reduction Study
- Possible new interchange at Mellwood Avenue
- Additional access from Butchertown to the river Bikeway Study

9.2 Waterfront Park Impact Reduction Study

- Minimize width of roadway over the Great Lawn
- Increase height of the roadway over the Great Lawn
- Eliminate piers currently located in the Great Lawn

9.3 New Full Interchange at Mellwood/I-64

- Determine if two-way operation of Story and Mellwood Avenues is feasible
- If feasible, investigate new full interchange

9.4 Additional Access from Butchertown to the River

- Some desire full access at additional locations
- Some want only bike/ped access

9.5 Bikeway Study

- Study underway to identify all components of bikeways in the area
- Missing links to be evaluated and presented in final report presented to the BSMT

10. 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.

1Q. How is the East Louisville Downtown Access Development Study being executed?

1R. The Downtown Development Corporation has developed a scope of work for a study of the 40-45 acres to be made available with the relocation of the interchange. This scope has been submitted to the Kentucky Transportation Cabinet for review and comment. A consultant will be retained by the DDC as soon as these reviews are completed and a final scope of work developed. This study will be coordinated with the work being done for the historic preservation plans and the design work being done by the Section 1 consultant.

2C. I don't think right now that we can review all the comments that we have. There's not enough time. (This comment was in response to a request to hear issues of concern from the Area Advisory Team members.)

3Q. How will the various modifications of the interchange being studied by the Section 1 consultant be evaluated?

3R. We have an overall traffic model to help us review the impacts of each change.

4Q. Where are you moving the Third and Second Street ramps?

4R. Some of the options being studied to minimize the width of the bridges over the Great Lawn include relocating ramps now at Second and Third Streets. These options will be thoroughly evaluated for feasibility prior to being presented for consideration.

5Q. Are you looking at stacking the lanes on I-64 over the Great Lawn?

5R. No, it's not feasible due to the height of the Belvedere and Clark Memorial Bridge. If we moved lanes down, we would be violating the guidelines in the Environmental Impact Statement. (Glen: you may want to get an official response on this)

A comment was made by the Section 1 consultant that additional access points through Butchertown to the Waterfront Park and River Road corridor would be studied and considered as part of the project. Also, it was stated that there was a wide range of opinion regarding this issue that would have to be ultimately resolved by the Bi-State Management Team.

6C. The Historic Preservation Advisory Teams and the neighborhoods may be on opposite sides of the issue. Butchertown accepted the alignment assuming some trade-offs. You can't just destroy a neighborhood for the sake of access. How many points in the new interchange plan go down into Butchertown? The more access points, the more problems caused. By adding all of these access points, you separate the neighborhood. Unless the first ramp (just north of Witherspoon) is a berm, there is no way to do noise mitigation. And, we haven't given up on flood protection. A berm could help with that also. There are 70 acres of land along Witherspoon that would be developable if the land floods all the time. Frankfort Avenue is just right the way it is. If Witherspoon becomes a ramp, then Frankfort Avenue in Butchertown can remain a residential street. Just like Story Avenue would be if Mellwood got a full interchange. All of our work with CTS has helped us shape our plans. We thank you for that involvement.

7Q. What is the timeline for finishing the studies at Waterfront Park and Mellwood Avenue?

7R. Due to a very tight schedule, the implications of these studies must be worked out in time to meet a submittal of preliminary line and grade plans by July 1, 2005. At this time, all issues of where the road will be located, length of bridges, etc have to be resolved. The current plan is to be in a position to evaluate the

alternatives for Great Lawn impact mitigation and the changing of Mellwood and Story Avenues to two-way operation by mid-January.

8C. I have a number of comments from the Clifton Neighborhood Association. Clifton is concerned about the Frankfort Avenue interchange. We want a bike lane on Frankfort Avenue and a sidewalk to River Road. We don't want to lose access. Clifton is involved with the I-71 improvement project and we oppose single occupancy lanes on I-71. We want to make sure that the urban interstate underpasses are safe and attractive. These areas tend to be unsafe pedestrians and cyclists and just really ugly. Having pillars and other similar structures make that area really unsafe. Drainage can also make that area unpleasant.

8R. The Section 1 consultant will design all new bridges in the interchange with the goal of providing better lighting and a more aesthetic appearance throughout. This should enhance the experience of bikers and pedestrians using the underpasses.

9Q. How will the environmental cleanup be reflected in the design process?

9R. We're going to start an internal hazardous materials investigation. We will be coordinating that information with the Section Design Consultants. This information will be provided to the Area Advisory Team as the project progresses. We want this diverse group of people (AAT members) to share their opinions. We hope you participate and share your comments throughout the design process.

10Q. Will you send us a packet of information or let us know what meaningful way we can comment?

10R. The back of the brochure and the contact cards on the table provide you with phone numbers and contact information for project staff. You can also visit the Web site and fill out an on-line comment form or fill out the comment form in your handout packet.

11C. The importance of access is extremely important to our downtown neighborhood. We are disappointed about the lack of studies on this topic. The integration of the land in the floodplain in the east downtown flood study into the neighborhood is extremely important. I'd like to see the city get involved since CTS doesn't seem to be able to get their hands around that.

12C. Metro Louisville agrees that the integration of that land is very important.

13Q. What can be done for flood protection?

13R. The Bi-state management team has developed a formal response on this issue which basically states that floodway issues are outside the scope of this project. The project team can, however, provide to the city the models we developed for the Environmental Impact Study phase regarding moving the floodwall. We met with the Corps of Engineers and the Coast Guard and discussed this issue.

14C. We don't want to move the wall, we just want additional flood protection.

15Q. Are you still looking at [revising] hospital curve, and is it in the scope of work?

15R. The Section 1 consultant is reviewing all interchange design that was performed in the environmental phase of this project. The basic design of the curve, as presented in the FEIS, will be modified slightly.