



Meeting Summary

Section 1 Kennedy Interchange Area Advisory Team Meeting No. 3 September 8, 2005

The third Kennedy Interchange Area Advisory Team meeting was held on September 8, 2005 at the TARC Administration Building. An update on the progress made in Section 1 was presented, ending with discussion.

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

Emily Boone	Clifton Community Council
Aida Copic	Louisville Metro Planning & Design
Bill Gatewood	Louisville Metro Councilman Bright's office
Carol Hensley	Main Street Association
Doug Magee	Phoenix Hill Neighborhood Association
Jim Segrest	Butchertown Neighborhood Association

Other individuals attending:

Leslie Barras	River Fields
Stewart Prather	Louisville Bicycle Club

Project management present:

Kentucky Transportation Associates: Richard Sutherland, Deputy Project Manager, Brian Aldridge, Dan Byers, Jim Gallt, Miguel Rosales, David Smith, Maurice Sweeney, Chuck Wood

Community Transportation Solutions – General Engineering Consultants (CTS-GEC):
John Sacksteder, Project Manager, Steve Hoefler, Kristen Jordan, Sharon Williams, Christa Turner

Others:

Bart Bryant-Kentucky Transportation Cabinet (KYTC), Ed Cox-Indiana Department of Transportation (INDOT), Camille Ellis - Federal Highway Administration (FHWA), Ted Grossardt – Kentucky Transportation Research Center, George Jones-FHWA, Lee Walker-KY Ombudsman

1. Immediate Needs Report and its impacts on Section 1

- Part of the Historic Preservation Plan specified for Butchertown and Phoenix Hill required by the Record of Decision (ROD)

Key recommendations:

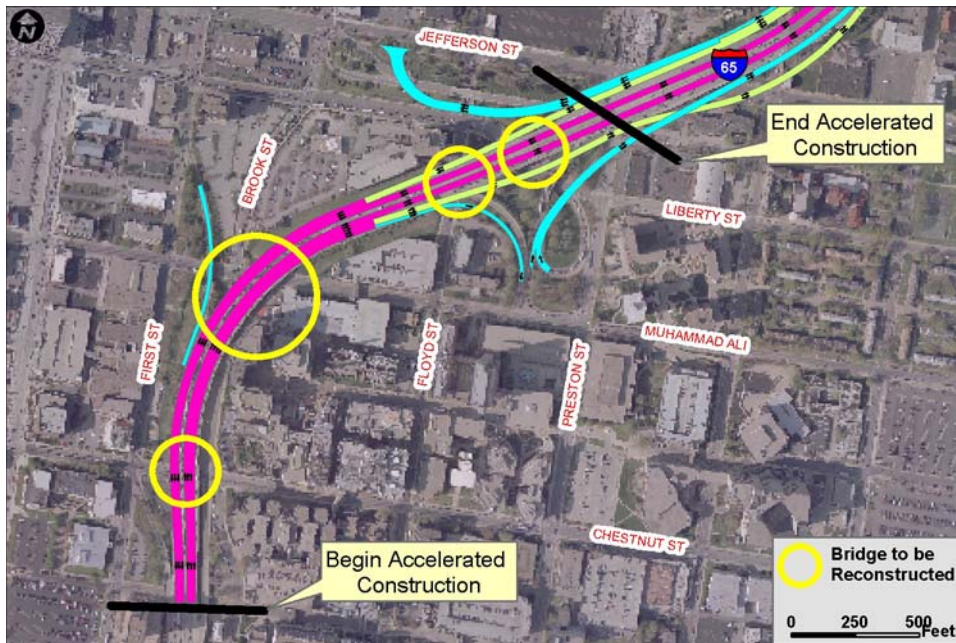
- Witherspoon Relocation
- Through Access
- Gateways

2. Aesthetic Guidelines and Gateways

- The Draft Aesthetic guidelines are as follows:
 1. Substantial landscaping and grading to enhance driving and pedestrian experience and reduce scale / visual impacts from long and close range view points.
 2. Create an attractive, uncluttered, under viaduct environment for pedestrians and bicyclists: use of trapezoidal boxes in superstructure.
 3. Adoption of buffer and transitional zones between historic districts and interchange to reduce noise and visual impact.
 4. Clean, elegant, well proportioned, superstructures, viaduct piers and wall structures.
 5. Use of uniform lightly painted steel elements like superstructures, railings, light poles, and sign supports, to visually unify interchange.
 6. A consistent family of shapes to be used throughout the interchange: elliptical aesthetic forms.
 7. Well defined attractive gateway bridges into the community.
 8. Surface streets to be designed as “complete streets” for every day use and not just as traffic movers
- Kentucky Transportation Associates had a goal to reduce height of the Kennedy Interchange
- Highest ramp in the interchange brought down to ground level
- High ramps northwest of Story Avenue reduced by several feet
- Team still looking for opportunities

3. I-65 accelerated construction section

- Project limits are north of Broadway to south of Liberty
- Being accelerated due to maintenance concerns
- Possibly to go to construction in 2006



4. Waterfront Park Impact Reduction Study

Key study elements:

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

Study status:

- Preliminary information has been presented to Bi-State Management Team (BSMT)
- A determination has been made to present this information to the public to assist in the decision making process
- Study includes alternatives that would modify access in downtown
- Alternatives will be discussed in detail at Area Advisory Team Meeting next month

5. Mellwood-Story Avenue Study

FEIS Proposed Improvement:

- Maintain One-Way Traffic Flow on Mellwood and Story Avenues
- Remove Interchange Traffic From Frankfort Avenue

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

Study status:

- Draft report has been completed and presented
- Two-way operation can work, with improvements to Mellwood
- New interchange is feasible, with improvements to Mellwood
- Improvements are expensive but are offset somewhat by less costly options in the interchange ramp configuration

6. East Downtown Access Planning Study

- Downtown Development Corporation has hired Chan-Krieger to explore options for the 40-45 acres



7. Bikeway Study

KTA has:

- Inventoried all bike facilities in Kennedy Interchange area
- Mapped existing facilities
- Compiled list of all planned bike facilities in Kennedy Interchange area:
 - Metro Louisville
 - Kentuckiana Planning and Development Agency
 - KYTC
- Developed alternatives to connect Butchertown Greenway to Beargrass Creek Trail
- Identified 5 preliminary alternatives:
 - 2 off-road/on-road
 - 3 on-road
- Off-Road alternatives present challenges:
 - Environmental
 - Adjoining land impacts
 - Constructability

8. Noise Walls

- Study completed on “eligible” locations and submitted to BSMT; five locations are under consideration
- Affected communities, Louisville Metro, Kentucky Historic Preservation Advisory Team, and AAT will be asked to comment on wall desirability
- BSMT will make final decision on which walls and what types will be constructed

9. Schedule

- Preliminary Line and Grade Plans submitted in July
- On-going community & stakeholder outreach
- Open House on October 27 at Downtown Marriott
- Right of Way Plans due in Fall 2006
- I-65 accelerated construction could begin in 2006
- Other portions of project could be ready in 2008

10. Open House

- Purpose is to give the public the opportunity to comment and provide input on key issues
- Informational video is being prepared
- Currently evaluating locations in the downtown area
- Large, open exhibit area with approximately 10 stations

11. Discussion

The 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. Which ramp (in the main interchange complex) is tallest?

1R. Ramp 26A, which carries traffic from I-64 westbound to I-65 southbound, was the highest ramp in the interchange. However, KTA has been able to decrease the elevation of that ramp so that it is now the lowest. Currently, ramp 9, carrying traffic from the I-65 southbound bridge to I-64 eastbound and I-71 northbound, is the highest ramp.

2Q. Will the accelerated construction section of I-65 south affect the Baer Fabrics building?

2R. No, the limits for the accelerated construction section are from north of Broadway to just north of Liberty Street.

3Q. Is funding for the accelerated construction section of I-65 part of the Ohio River Bridges Project Project?

3R. KTA has been requested to have construction plans available in 2006, but the funding for the accelerated section has not been finalized at this time. The LSIORB Financial Plan is also under study at this time.

4Q. With respect to the Mellwood-Story Connector Study, the Swift Plant is a large generator in terms of both trucks and people. Was it considered specifically in this study?

4R. No, the Swift Plant was not considered specifically.

5C. The proposal to develop a single interchange on Mellwood Avenue would provide more direct access to and from the Swift Plant.

6Q. During the proposed noise wall meetings, how will the participants be able to perceive the potential noise increases with future traffic and decreases if walls are constructed?

6R. *We are currently working on options with Dr. Ted Grossardt at the Kentucky Transportation Center. Ted has worked with Drs. Lou Cohn and Al Harris in the past on similar meetings where participants were presented with options and the related audible noise mitigation provided by those options.*

7Q. Was the potential noise wall on the east side of I-64 (roughly between Mellwood and Story Avenues) considered for an extension to the south along I-64 in the vicinity of Clifton?

7R. *No. However, the noise study conducted for the Kennedy Interchange did evaluate an additional noise wall in that area. That noise wall did not meet the necessary criteria for further consideration.*

8Q. Was the noise study conducted at a time when the leaves were off the trees?

8R. *The noise study was conducted over a period of months. The exact time when noise readings were taken will have to be verified.*

9Q. Is it worthwhile to put money into concepts such as quiet pavements as opposed to noise walls?

9R. *KTA has looked at such concepts in great detail, including investigations of strategies utilized in other states and potential test projects. It has been concluded that the Kennedy Interchange is essentially a “bridge project” because of the large number of structures in the complex. Therefore, pavement noise is not a significant issue and noise mitigation will focus on reducing noise involving bridge decks.*

10Q. With respect to enclosing the parking area south of Chestnut Street with an inclined wall, safety is increased with open sight. How do you integrate closing the area in with safety?

10R. *There are options to be explored if the inclined abutment wall is carried forward. Some of these options include security fencing, improved lighting, etc.*

11Q. The aesthetic lighting under the structures looks very nice, but who will be responsible for paying the associated utility bills? Has solar-powered lighting been considered?

11R. *That issue has not been resolved, but it will involve discussions between KYTC and Louisville Metro. The KYTC tried solar lighting some time ago but vandalism prevented such lights from being effective.*

12Q. I-64 currently looks great. I-71 currently looks great. However, I-65 does not look nice. The potential tall noise walls will make the highway feel like a tunnel and look even worse. How can noise walls be made to look more aesthetically pleasing?

12R. *The aesthetic guidelines, when properly implemented, will help make I-65 appear more visually pleasing. The Kennedy Interchange is large and it is tall; therefore, it is not possible to simply make it disappear, so we must make what is there visually pleasing. Approvals for all these concepts will take some time, but we are moving in the right direction. In the end, the Kennedy Interchange could be a model project. The keys include attractive superstructure and enhanced landscaping.*

13C. The landscaping along I-64 in the vicinity of Cherokee Park, which is maintained by Metro Parks, looks great. The sections of Interstate maintained by KYTC look shoddy in comparison. We need to make sure that Metro’s model is used for the Kennedy Interchange.

13R. *Landscaping will be coordinated with a number of parties. At this point, Jewish Hospital has expressed an interest in participating in the design and future maintenance of landscaping in the vicinity of the Medical Center.*

14C. Consideration for bicyclists should not just be an afterthought for the project. For some, cycling is critical.

14R. We realize bicycling is a critical issue and it has been and will continue to be given the consideration it is due.

15C. With respect to some of the locations where noise walls are possible, soundproofing options for affected structures is an issue the public may want assistance in understanding. Has it been considered on this project?

15R. No, soundproofing for individual structures has not been considered to this point in the project.

The next Section 1 AAT meeting will be held at the TARC Administration Building, 1000 West Broadway, on **October 25 from 5-7 P.M.**