



Meeting Summary

Section 3 Downtown Indiana Area Advisory Team Meeting No. 1 December 7, 2004

The initial Downtown Indiana Area Advisory Team meeting was held on December 7, 2004 at Kye's in Jeffersonville. Introductions of the Bi-State Management Team, Community Transportation Solutions-General Engineering staff, the Section 3 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:

Bob Miller	City of Jeffersonville
Larry Noon	Clark County Fire Chief Association
Evelyn Umbach	Clarksville Parks Department
Carla Coleman Stallard	Clarksville Town Council
Joe Rafferty	Rose Hill Neighborhood
Mary Vanderpool	Southern Indiana Realtors Association

Other individuals attending:

John Gilkey, other individuals who did not sign in

Project management present:

Elias Zewde – Khafra, Inc., representing the Section 3 Design Team

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

Others: Ed Cox – Indiana Department of Transportation (INDOT), Bill Gulick – Kentucky Transportation Cabinet (KYTC), Lee Walker – KY Ombudsman

1. Introductions

Ed Cox, Indiana Department of Transportation (INDOT), Ohio River Bridges Project Manager

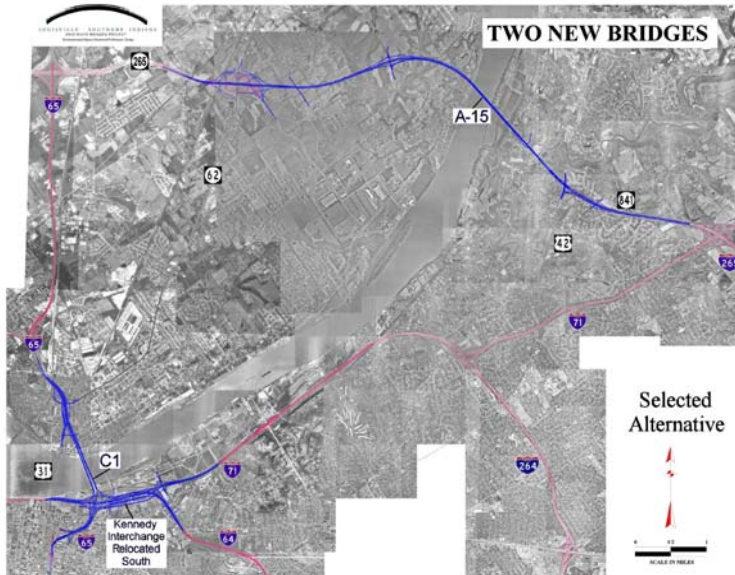
2. Project Update and Public Involvement Overview

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

2.1 Meeting Guidelines

- Environmental Impact Statement Phase
- Design Phase Participation
- Area Advisory Team Representatives
- Meeting Format
- Comments
- Frequency of Meetings

2.2 The Selected Alternative



2.3 Six Sections

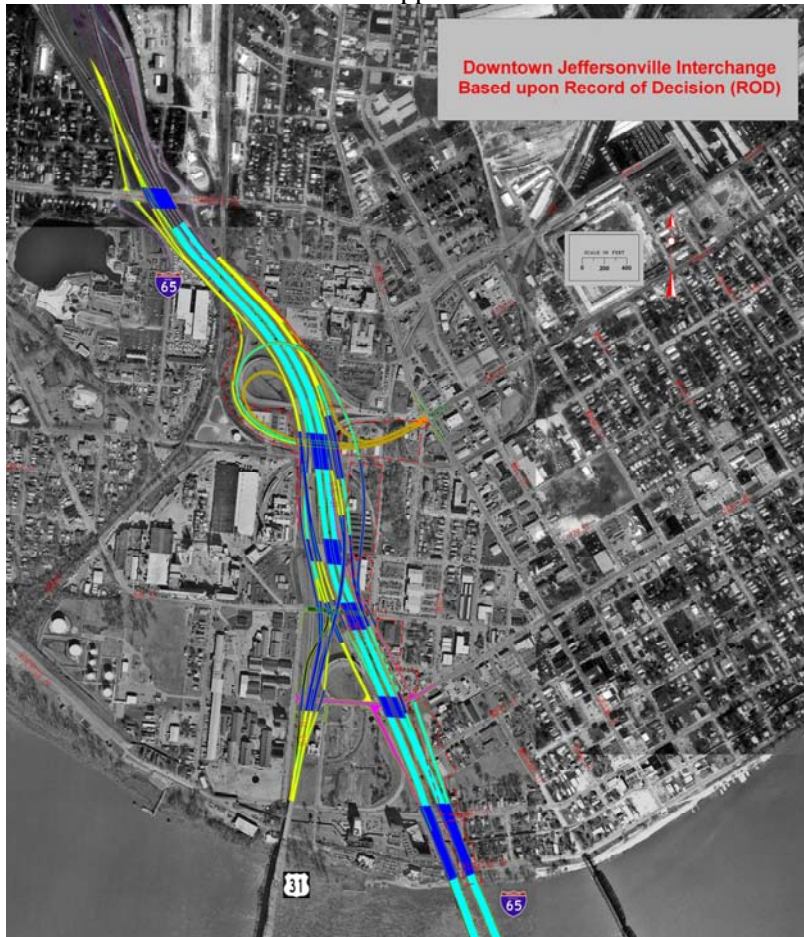
- Section 1 - Kennedy Interchange
- Section 2 - Downtown Bridge
- Section 3 - Downtown Indiana Approach
- Section 4 - East End Kentucky Approach
- Section 5 - East End Bridge
- Section 6 – East End Indiana Approach



3. Section 3 Project Overview

Jim Hilton, Community Transportation Solutions-General Engineering Consultant (CTS-GEC), Deputy Project Manager

3.1 Section 3 – Downtown 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 Start – Late 2007 or 2008

4. Design Process and AAT Involvement

4.1 Public Input Method

- 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

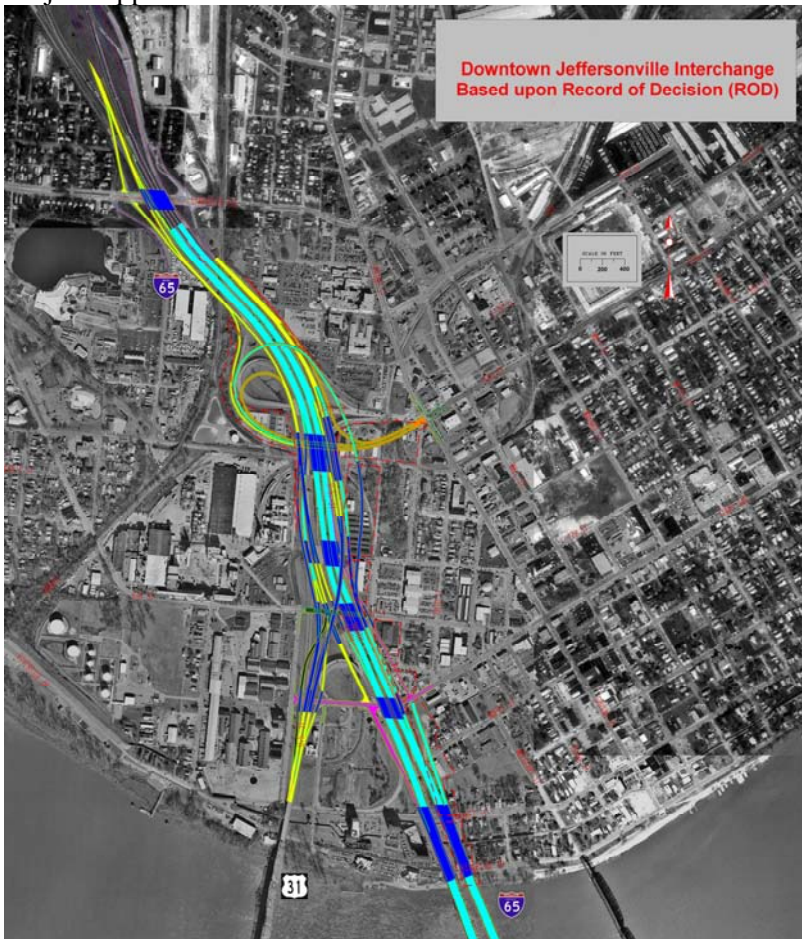
4.3 The Role of Public Input Organizations

- 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 3 Overview**

5.1 Project Approach Section 3



5.2 Section 3 Design Team

- Steve Weintraut, Project Manager, Butler, Fairman & Seufert
- Janssen & Spaans Engineering, Inc.
- First Group Engineering, Inc.
- USI Consultants

5.3 Focus Areas

- Section 3 has four distinct areas
 - Rural
 - Residential
 - Industrial
 - Historic Districts and Properties
- Each area has its own set of issues and concerns

5.4 Initial Process

- Review FEIS commitments
- Perform overall geometric review of the alignment proposed in the environmental study
- Identify community issues and concerns
- Address the issues/concerns and FEIS commitments
- Develop aesthetic concepts and treatments
- Produce Right of Way plans by November '06

5.5 Key Issues

- Colgate impacts
- Residential and Commercial relocations
- Historic impacts
- Bikeway access to the River Bridge

6. **Development of Interchange Aesthetics – Three Step Process**

6.1 Step One: Design Guidelines

- Develop principles to guide the development of aesthetic concepts
 - Historic preservation plans will provide guidance on aesthetic concepts

6.2 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

6.3 Step Three: Finalize Aesthetic Details

- After the development of theme and bridge type for the Downtown 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.

7. **Historic Preservation Update**

7.1 Areas of Concern

- Colgate-Palmolive Historic District
- Train Depot
- Ohio Falls Car and Locomotive Company Historic District
- George Rogers Clark Memorial Bridge
- Old Jeffersonville Historic District

8. **Discussion**

Following is a summary of discussion following the presentation

Q or C: Attendee comment or question

R: Project team response

1C. I want to make sure that Fort Finney isn't going to get dug up.

1R. If you're talking about the Fort that is possibly located near the existing Kennedy bridge, we will have an archaeological evaluation of that area before construction.

1C. How about the park graveyard?

1R. Yes, you're talking about the Civil War graveyard. There are differing opinions about whether or not the soldiers are still interred there. We will have an archaeological investigation there, including radar detection to determine if graves are still there. We'll produce a Treatment Plan if necessary.

2Q. Are you considering the Ohio River Greenway?

2R. Yes, we want the bridge to be compatible with the park plans and create an open space. Also, we will implement streetscaping in Old Jeffersonville.

3Q. Where is the Train Depot on the map?

3R. [Jim Hilton pointed to the depot, which is on Spring Street north of Tenth Street]

4Q. Will there be access to the US 31 bridge from Court Avenue?

4R. No, US31 is somewhat underutilized currently. To improve access and connectivity, the bridge access will be located at Sixth Street instead of Court Avenue. The public involvement group during the Environmental Impact Statement phase preferred opening up Sixth Street to maintaining the Court Street entrance. To do that US31 must remain in the air. The new interchange at Sixth Street will have full access to the Bridge.

5C. I think it's an injustice that Court Avenue will not connect to US 31.

6Q. Who is doing the hydrology work?

6R. The design consultant [for downtown Jeffersonville] will be performing that work during the first part of the design phase.

7Q. What about the Park and Ride? Should we continue to maintain that program or abandon it?

7R. We knew that that project may have a limited life. We don't know what the total impact to the project will be until we get the design underway.

8Q. How will the project impact the floodwall?

8R. The project will not impact the floodwall.

9Q. Will Seventh Street remain after the new bridge is built?

9R. Yes, but impacts may depend on the plans at Colgate. We're working to eliminate impacts to Colgate. Mitigation may involve rebuilding the treatment plant.

10Q. In the news 4,400 people were laid off from Colgate, but none at this plant. Are they going to close this facility after the alignment is built?

10R. We don't know. We've met with them numerous times and are committed to continue meeting with them to avoid being the cause of any closure.

11Q. What does 'streetscaping' mean in Old Jeffersonville?

11R. Streetscaping could include new sidewalks, trees, plantings, shrubbery, outdoor furniture, lighting, signage, directional signage in keeping with the character of the area.

12C. I noticed that berm slopes are steep and difficult to maintain. They catch debris and cause problems.

12R. We've talked about terracing those slopes and making them more attractive. We may see if some local groups want to adopt some of these areas and help maintain them. INDOT has signed off on pursuing this idea.

13C. We have a beautification group in Clarksville already doing something similar.

14Q. How can you get on the bridges?

14R. You can get on each bridge with the appropriate ramp at Court Street.

15Q. What about access on the other side of the river?

15R. The Third Street exit and Second Street entrance will remain open.

16Q. Could you have one lane [on the new bridge] be an emergency lane?

16R. The capacity doesn't allow it. After studying capacity during the EIS phase, we learned that we need all the lanes on the two new bridges to meet the need of the project. It's not efficient to remove one of those lanes. We'll have 12' shoulders on the bridges, which could be used in case of emergency.

17Q. Can you change the I-64/I-71 access? Traffic always backs up on the bridge where traffic is trying to get onto I-64 and I-71.

17R. Yes, the Kennedy Interchange will be completely redesigned and rebuilt. Access to I-64 and I-71 will be more safe and efficient.

18Q. Are you keeping the Ninth Street ramp open?

18R. Yes.

19Q. How will you get to Louisville without using I-65?

19R. Take Sixth Street to the Second Street Bridge.

20C. I don't like the Stansifer Avenue redesign.

20R. We're going to fix that. With the new bridge, people will be able to stay on I-65. They won't have to go through the stoplight there at Stansifer Ave. The only people who will see that stoplight are those people who are going to Stansifer Ave.

21Q. Are you still looking at light rail?

21R. No, the ridership estimate wasn't adequate. Also, the cost was exorbitant. We reviewed several options with TARC and with the community. We also studied adding it to the Second Street bridge. Our project doesn't preclude it from being added to the Second Street Bridge in the future, however.

22Q. The Kennedy Bridge is moving. Are you going to fix that?

22R. We're looking into that. The Kentucky Transportation Cabinet is well aware of it, and there may be some rehabilitation work necessary.