



Louisville-Southern Indiana Ohio River Bridges Project

Meeting Summary

Area Advisory Team Meeting July 21, 2005

Summary by: Debby Taylor, H. W. Lochner, Inc.

The fourth Area Advisory Team Meeting was held on July 21, 2005 at the Harrods Creek Fire Station in Prospect, KY to discuss issues related to the Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP) with the design consultant team for Section 4, H.W. Lochner, Inc.

The following were in attendance:

Area Advisory Team Members:

Jim Halvatgis	Bridgepointe
Ron Teaford	BRAD (alternate)
Mayor Lonnie Falk	City of Prospect
Sean Canto	Harrods Creek Fire Protection Dist. (alternate)
Ray Rissler	City of Green Spring (alternate)
Kelly Downard	Metro Council District 16
Glen Stuckel	Metro Council District 17
Richard Jett	Metro Planning and Design (alternate)
Rick Storm	Metro Public Works (alternate)
Kyles Broyles	Shadow Wood
David Butke	Harbor at Harrods Creek (alternate)
Harold Friedly	Wolf Creek
Elaine Bordogna	Wolf Pen Preservation Association (alternate)
Gail Kopczynski	Wolf Pen Woods

Project Team Members:

George Jones	FHWA
Bill Gulick	KYTC
Bart Bryant	KYTC
Paul Boone	INDOT
Steven Nicaise	CTS/GEC
Chris Jones	CTS/GEC
Kristen Jordan	CTS/GEC
Kevin Villier	CTS/GEC
Dave Kroll	CTS/GEC
Tom Gallagher	CTS/GEC



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Ted Grossardt	University of Kentucky
John Ripy	University of Kentucky
Billie Motsch	University of Kentucky
Keiron Bailey	University of Arizona
Chris Amos	Lochner Design Team
Jim Klein	Lochner Design Team
Greg Gabbard	Lochner Design Team
Sandy Stevens	Lochner Design Team
Chuck Craycraft	H.W. Lochner, Inc.
Jerry Leslie	H.W. Lochner, Inc.
Debby Taylor	H.W. Lochner, Inc.

Additional Attendees:

Ann Simms	City of Prospect (alternate)
Sandra Leonard	City of Prospect (alternate)
Alice Gunnison	Wolf Pen Preservation Association
Lee Walker	KY Ombudsman
Leslie Barras	River Fields
Tony Yates	Wolf Pen Woods (alternate)
Brent Nemec	7001 New Bern Court
Ralph Shawler	6382 Marina Drive
Virginia Rauh	P.O. Box 137
Adrienne Byer	6383 Marina Drive
Michael Huffman	6416 Marina Drive
Sherry and Wayne Schneider	6381 Marina Drive
Karen Butke	5008 Marina Cove

The meeting began at approximately 6:30 p.m.

1. WELCOME AND INTRODUCTIONS

1.1 The attendees were asked to sign in upon arrival and were given a copy of the meeting agenda and the AAT Handout, which included information for the topic of the meeting, bridge design concepts. AAT Members had previously been mailed a Section 4 Bulletin summarizing the results of the polling exercise for walls and barriers from the June 2, 2005 meeting and an agenda for the July 21, 2005 meeting. These Bulletins were also made available for attendees. AAT Members were also given a summary of the June 2, 2005 AAT Meeting.

2. MEETING AGENDA ITEMS

2.1 The F.E.I.S. alignments and proposed right-of-way line were shown on the exhibits.

2.2 Jerry Leslie began the meeting with a presentation of the Agenda Overview.



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- 2.3** Keiron Bailey generally explained the theory behind “fuzzy logic” and showed an example of how changing just one design element of a wall, such as height, could make it more or less acceptable based on the results obtained from the June 2 AAT Meeting where walls and barriers were evaluated for suitability for the Section 4 project area.
- 2.4** The AAT Members were offered an opportunity for questions and comments concerning the previous meeting or any other issue of concern.
- 2.4.1** Elaine Bordogna questioned how the walls and barriers can only be evaluated according to aesthetics. Sound and lighting blocking performance must also be considered for the proposed walls. She feels that more information is needed on how each type will perform for sound and lighting. Jerry explained that any wall type chosen will be designed to meet the minimum requirements for sound and light blocking properties. Jerry explained that sound studies are underway and a future AAT Meeting will address issues of sound and lighting.
- 2.4.2** Elaine stated that “minimum is minimum” and not what she had in mind for sound properties for any walls constructed. Ted Grossardt explained that at this point we are trying to determine if a tall wall is required to minimize sound, what type of tall wall is preferred.
- 2.5** Jim Klein and Ted Grossardt presented an overview of the possible design option for bridges. It was emphasized that these designs are being evaluated for Wolf Pen Branch Road, the proposed ramp structure, and the bridge over Harrods Creek and River Road. The Ohio River Bridge Section 5 designers will have a separate process for choosing the design of the Ohio River Bridge, and Section 4 AAT Members will be invited to be included in that process as well.
- 2.6** John Ripy explained the keypad system for the AAT members who had not used it yet.
- 2.7** The AAT Members rated the general bridge slides and were asked to comment on the presented options.
- 2.7.1** Mayor Falk noted that the lowest scores seemed to be on the massive typical interstate bridges.
- 2.7.2** Several of the AAT Members noted a preference for the stone arch bridge that looked “natural” and not “cookie cutter.”
- 2.7.3** Councilman Downard asked if there are any attractive sound barriers mounted on bridges. Jim and Ted explained that there aren’t many examples of sound barriers mounted on bridges that have been constructed to use as examples for evaluation. The Section designers’ goal is to take the information from wall preferences and combine it with structure preferences for an overall design that meets the required criteria as well as fitting into the surroundings aesthetically.
- 2.7.4** Maintenance of transparent barriers was again noted as an important issue to consider. Jerry assured the AAT that maintenance of all design options will be seriously considered.
- 2.7.5** A member asked if cost will make the difference on the choice for the bridges? Will the “cookie cutter“ bridge be built because it is the



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- cheapest? Bill Gulick discussed the financial plan for the project and current and future funding requirements.
- 2.7.6** Mayor Falk asked if sound barriers can be designed to be “undulating” so as to be varied and more interesting. Jerry explained that if varied heights will work for the required sound properties that could be investigated during design.
- 2.7.7** A member pointed out that the area is very “unique” with nice landscapes, homes, etc. and should have that taken into account for any designs used. The area has lots of stone and “natural” elements.
- 2.7.8** Several members reiterated that stone is an important material for any proposed designs.
- 2.7.9** Of the bridges presented with sound barriers, the ones with transparent barriers seemed nicer according to one member.
- 2.7.10** Several members agreed that they like the bridge designs with arches the best.
- 2.7.11** A member asked if we will superimpose the preferred designs on the project area when the determination is made. Jerry explained that we will.
- 2.7.12** Mr. Teaford pointed out that concrete can be manipulated in many ways to appear as stone and can be very attractive and should be considered in the designs as well.
- 2.8** Jim presented the area concepts for evaluation. The areas included: the view between buildings in the Harbor at Harrods Creek, the view from the pool deck in the Harbor at Harrods creek, the view from the marina parking lot in the Harbor at Harrods Creek, and the view of the River Road crossing.
- 2.8.1** A member felt that the vertical members detracted from the open spandrel arch bridge design.
- 2.9** Jim presented the various area concepts for the ramp structure to US 42 and the Wolf Pen Branch Road entrance to Bridgepointe. Three options for each area were presented. The ramp structure options consisted of: painted steel box girder, a weathering steel I girder, and a creek stone textured fascia. The view from Wolf Pen Branch Road looking west at the Bridgepointe southern entrance had the following as options: a narrow cross-section with a turf shoulder, a narrow cross-section with sidewalks behind barrier curb, and a wider cross-section with a splitter island for traffic calming, sidewalks, and a buffer area.
- 2.9.1** Several members raised concerns about the splitter island design for Wolf Pen Branch Road. They voiced concerns of the vegetation growing up and obscuring the views of drivers.
- 2.9.2** Mayor Falk voiced his opinion that the splitter islands would slow traffic down and provide a traffic calming measure.
- 2.9.3** Councilman Downard pointed out that the splitter island was not in keeping with the Wolf Pen Branch Road Corridor Plan currently under development. This small area plan is scheduled to be completed shortly and does provide a sidewalk plan. Jerry assured the members that the small area



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- plan would be taken into account for the design of Wolf Pen Branch Road.
- 2.9.4** Ann Simms asked if there was some way to heat the ramp structure as a safety measure for ice abatement in the winter. Jerry added that we will look into this possibility.
- 2.10** Jerry presented the meeting wrap-up by asking for suggestions for improvement for the future meetings and discussing the possibility of September 1 as the tentative date for the next AAT to discuss tunnel portal design options.
- 2.10.1** Tony Yates questioned if there will be bike lanes or pedestrian access across the new Wolf Pen Branch Road bridge. He indicated that there are a large number of cyclists who ride on Wolf Pen Branch Road. Jerry explained that we would take that into account as well as the recommendation from the ongoing Corridor Plan when doing the design on Wolf Pen Branch Road.
- 2.10.2** A member asked if funding has been approved. Bill explained that all of the money for a project of this scope can not and will not be approved at one time. The Highway Bill has yet to be passed in Congress that is expected to have funds earmarked for this project. The purpose of the financial plan is to identify funding availability and possibilities for the project. Legislation requires showing that funding of this magnitude can be achieved.
- 2.10.3** A member requested that we keep the numbers of slides in future presentation as small as possible in the interest of time.
- 2.10.4** Ann Simms pointed out that September 1 is Thursday before a three-day weekend which could mean some people could be on a short vacation.
- 2.11** Bill made an announcement that Richard Cary-Brown is departing as Project Manager for CTS/GEC. He explained that selection of a new Project Manager is underway and the BSMT will make that selection.
- 2.12** Jerry opened the discussion to audience comments.
- 2.12.1** An audience member asked if the project is shown in the State's Six Year Plan. Bill noted that it is. Leslie Barras commented that there are more projects shown in the Six Year Plan than can be currently funded.
- 2.12.2** An audience member questioned if the structure over Harrods Creek and River Road was one structure or two separate structures. Jerry explained that these design options show one continuous structure over both Harrods Creek and River Road.
- 2.13** The meeting adjourned at approximately 8:20 p.m.
- 2.14** The Meeting Memory follows:



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SDC 4 AAT Meeting #4

7/21/05

Meeting Memory

SECTION 4 EAST END APPROACH
AREA ADVISORY TEAM

7-21-05

Visual preference and aesthetics only on the possible wall design options.

AAT needs more information on noise and lighting in conjunction with the wall designs.

- *There will be future noise and lighting meetings.*

Minimum is minimum.

- *If it has to be a tall wall, which tall wall do you like best?*

Light and noise pollution are more important than visual aesthetics.

Lowest scores seemed to be massive and typical interstate bridges.

Stone arch looks natural not “cookie cutter.”

Are there any attractive sound barriers (mounted on bridges)?

How will transparent barriers be maintained, cleaned, etc.?

- *Maintenance of all aspects will be considered.*

Will cost make the difference?

Will the “cookie cutter” bridge be built because it’s the cheapest?

Can sound walls be varied and undulating?

- *We want to integrate the information received from the wall meeting with the bridge designs.*

The area has “unique” landscapes, homes, etc.

The area has lots of stone and natural elements.



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Stone is an important material (for the area).

Likes the arches best

Transparent barriers look nicer on bridges

Will you superimpose the preferred bridges on the project area?

Concrete can be very attractive.

How high are the ramps in relation to the existing (roadway)?

Vertical members detract from open spandrel arch structure.

Concerns with the splitter island design (for Wolf Pen Branch Road).

- Width of island
- Trees overhead

Anything in the way is not a good idea.

Landscaping will grow and obscure (sight distance).

Provides traffic calming.

Median will slow traffic.

Small Area Plan (for the Wolf Pen Branch Road Corridor).

- Sidewalk plan
- Will be completed shortly

(The splitter island concept) is in contradiction to the Wolf Pen Corridor Study.

Meeting Wrap-up

Will there be bike lanes or pedestrian access on the Wolf Pen Branch Road bridge?

There is a lot of bike and pedestrian use on Wolf Pen Branch Road.

Has funding been approved?

- *The (Federal) Highway Bill has not been approved yet.*



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- *2.4 billion dollar project*

Will there be a tunnel to nowhere?

- *Legislation requires the Financial Plan to show that funding can be achieved.*
- *The Project is shown in the State's current Six-year Plan.*

Concerned about sufficient funding.

- *Six Sections—One Project*

Richard Cary-Brown is departing as the CTS/GEC Project Manager. Kentucky, Indiana, and FHWA will select a new project manager.

Suggestions and discussion for future meetings

- Keep the slides short

September 1, 2005 tentative date for next AAT to discuss tunnel portals

Audience Comments

Being in the six-year plan doesn't guarantee funding.

Can the River Road and Harrods Creek structure be changed to two span/structures?

Like the rustic stone look.

Will the tunnel portals (meeting) take two hours?

- *Will discuss tunnel systems as well.*

September 1 is the last Thursday before Labor Day.

End of meeting



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