



Louisville-Southern Indiana Ohio River Bridges Project

Meeting Summary

Section 4 Area Advisory Team Meeting

March 30, 2006

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

The sixth Area Advisory Team Meeting was held on March 30, 2006 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
Mayor William Huff	City of Green Spring
Mayor Lonnie Falk	City of Prospect
Chief Chris Aponte	HCFPD
Ken Fleming	Metro Council District 7
Kelly Downard	Metro Council District 16
Glen Stuckel	Metro Council District 17
Aida Copic	Metro Planning and Design (alternate)
Bill Robinson	Prospect/Harrods Creek (alternate)
Kyle Broyles	Shadow Wood
David Butke	Harbor at Harrods Creek (alternate)
Wayne H. Wells	Transylvania Avenue
Alice Gunnison	Wolf Pen Preservation Association
Tony Yates	Wolf Pen Woods (alternate)

Project Team Members:

George Jones	FHWA
Bart Bryant	KYTC
John Sacksteder	CTS/GEC
Chris Jones	CTS/GEC
Kevin Villier	CTS/GEC
Michael Matts	CTS/GEC
Jim Klein	Lochner Design Team
Elizabeth Bullock	Lochner Design Team
Gerry Fister	Lochner Design Team
Elizabeth Trawick	Lochner Design Team



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Chuck Craycraft
Jerry Leslie
Debby Taylor

H.W. Lochner, Inc.
H.W. Lochner, Inc.
H.W. Lochner, Inc.

Additional Attendees:

Lee Walker
Maurice Sweeney
John Carr
Ann Simms
Sandra Leonard
Mache Readus Wright
Bonnie Betz Loeb
Karen Napolilli

KY Ombudsman
Section 1
Section 5
City of Prospect (alternate)
City of Prospect (alternate)
444 South 5th Street
6353 Lime Wood Circle
6410 Transylvania Avenue

The meeting began at approximately 6:35 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 Bulletin, which included a summary of the information presented at AAT Meetings 2 through 5 for review. The Bulletin also presented an overview agenda for AAT Meeting No. 6, which included the results for the Noise Barrier Analysis and lighting and signing concepts. AAT Members had previously been mailed the Section 4 Bulletin that was distributed. These Bulletins were also made available for attendees.

2. MEETING AGENDA ITEMS

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

2.2 Jerry presented a PowerPoint slide show detailing the upcoming US 42/KY 841 work in preparation for the exploratory tunnel, part of the geotechnical investigations for the mainline tunnels. Jerry discussed the proposed profile for the Section 4 mainline.

2.3 The AAT Members were offered an opportunity for questions and comments concerning the previous meetings, the presented US 42 / KY 841 Ramp Relocation, the proposed Section 4 profile, or any other issue of concern.

2.3.1 Concerning the proposed Section 4 mainline profile revision from the FEIS profile, a member questioned the need for the additional depth at the portals. Jerry explained that the profile had been lowered to help achieve adequate tunnel cover at the north portal.

2.3.2 Alice Gunnison asked if there is a similar cut somewhere in the city that the members could go see to have an idea of depth. Jerry said that Lochner will investigate this and contact the members via email with the location of a similar cut close by.

2.3.3 Councilman Ken Fleming asked how the lower grade is achieved. Jerry



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explained that the grade descent to the tunnel is very gradual and carried out over a long distance.

- 2.3.4** Bill Robinson asked if there was a concern with tunnel stability if there was a need to deepen the profile. Jerry explained that the tunnels would be very stable once constructed.
- 2.3.5** A member asked about the drainage on the roadway and in the tunnel. Jerry explained that the runoff would be contained in a storm water system.
- 2.3.6** During the US 42 widening and KY 841 ramp relocation presentation, Alice Gunnison asked the effects the proposed signal would have on the entrance at Bridgepointe. Jerry explained that the new signal would make getting out much easier for the residents due to gap time that would result. Ms. Gunnison also asked if a signal would be included for the Bridgepointe entrance. Jerry explained that is not planned.
- 2.3.7** James Halvatgis questioned the project limit decision for US 42. He voiced his support for widening US 42 past the Bridgepointe entrance. Jerry explained that the project limits were such that additional work could not occur with this project. A member questioned the typical section for US 42. Jerry explained that there will be two through lanes in each direction and dual left turn lanes.
- 2.3.8** Mayor Falk asked if there would be a median on US 42. Jerry explained that there would be a painted median.
- 2.3.9** Bill Robinson voiced his concerns about the amount of traffic on US 42, the high rate of speed it travels, and exceeded capacity outside the project limits. He suggested finding a way to slow the traffic on US 42 down.
- 2.3.10** Mayor Falk voiced his agreement that the US 42 improvements should extend much farther than is shown. He explained that he had been asking for the project limits to be extended for many years now. Mayor Falk expressed for the record that the City of Prospect again requests that the project limits for US 42 are extended.
- 2.3.11** Jerry discussed the letting schedule of May 26, 2006 for the US 42 / KY 841 work.
- 2.3.12** A member asked for further details on the staging area to be used for the project. Jerry explained that the “triangle” area between the two existing ramps will be used for staging requirements. This area is within existing right-of-way. Some grading will be required and a vegetation screen is planned to be left in place.
- 2.3.13** Councilman Glen Stuckel asked how deep the exploratory tunnel will be and how it will be accessed. Jerry explained that the exploratory tunnel is approximately 60 feet below the surface and will be accessed by a ramp built down to the portal location.
- 2.3.14** Councilman Kelly Downard asked how the Section 4 schedule compared to the Section 1 schedule. Jerry said they are running parallel.



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- 2.3.15** Bill Robinson asked when the final engineering will be completed. Jerry answered 2008.
- 2.3.16** Jim Halvatgis asked if funding is available. Jerry replied yes.
- 2.4** Michael Matts of CTS/GEC presented an overview of the Draft INR for Section 4.
- 2.4.1** Mayor Falk questioned the zoning suggestions presented. He asked if zoning was to override local ordinances. Michael explained that a possible historic preservation ordinance was also a possibility. The Mayor continued that he was concerned that the plan was to have Metro make ordinances for other cities, such as the City of Prospect. He has concerns that the Bridges Project will impact existing zoning and ordinances.
- 2.4.2** Bart Bryant, the KYTC Bridges Project Manager, emphasized that the Project has no intent to override power of local governments.
- 2.4.3** Councilman Fleming was concerned that the INR/HPP was trying to “draw a line” defining the areas where change could or couldn’t take place. Michael explained that change will take place, but that change informs context.
- 2.4.4** Aida Copic asked how the INR addressed the US 42 work. Jerry explained that the KY 841 ramp relocations are temporary in order to facilitate the needed geotechnical investigations.
- 2.4.5** Jerry explained that archaeology had been considered, but the proposed work was within existing right-of-way and that area was not considered significant from an archaeological standpoint. Jerry also explained about the cemetery inventory being performed for the cemeteries associated with the Allison-Barrickman House. He explained that a separate Blasting and Vibration Plan was being developed for the Allison –Barrickman House as well. The house and the cemeteries would be monitored for any impacts.
- 2.4.6** Jerry pointed out that the lighting for US 42 was just an adjustment of the existing fixtures. Further studies are required to determine a lighting standard for Section 4 of the project.
- 2.5** Elizabeth Bullock presented the results of the Noise Barrier Analysis.
- 2.5.1** Mayor Falk asked if the noise analysis included going “into the trench.” Elizabeth explained that the model is a 3D Build Model. In other words, it replicated the conditions after mainline construction is complete with the projected traffic.
- 2.5.2** Elizabeth further explained the criteria for being considered a benefited receptor based on requests from Mayor Falk and Councilman Downard.
- 2.5.3** Bill Robinson asked if atmospheric conditions affected noise levels. Elizabeth answered that the increase was not substantial, that it takes a 3 db increase for the human ear to be able to perceive the increase in sound level.
- 2.5.4** Councilman Stuckel asked if the noise increase of large trucks was taken into account in the analysis. Elizabeth explained that 12% large truck traffic was projected and that the shifting and braking effects were also taken into



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account based on grade changes on the roadway since the model is 3D and based on the proposed roadway grade.

- 2.5.5** Tony Yates indicated that most of what he hears backing up to the freeway presently is acceleration and deceleration noise. Elizabeth assured him that the model accounts for acceleration and deceleration noise as well.
- 2.5.6** Councilman Fleming asked if a low-noise pavement had been applied to the model. Elizabeth indicated that the model was based on a worst case scenario, that the most reflective pavement possible had been used in the model.
- 2.5.7** Mayor Falk asked if the existing noise levels at the barrier locations were from a model. Elizabeth told him that actual readings had been taken during rush hour to get the existing sound levels.
- 2.5.8** Elizabeth explained that the TNM program accounts for profile but the benefit of a noise barrier decreases as the road descends into cut.
- 2.5.9** Mayor Falk asked if the 2025 noise was less than existing. Elizabeth explained that depended on the grade of the roadway and the barrier location.
- 2.5.10** Tony Yates pointed out that the noise level goes from 52 to 65 db at his house with a barrier.
- 2.5.11** Councilman Stuckel asked if there is a correlation between the height of the wall and the noise reduction. Elizabeth explained that is one factor, but location and material of the wall also play a role in noise reduction.
- 2.5.12** Councilman Fleming asked how well a tree and vegetation barrier acts as a noise barrier. Elizabeth explained that it takes approximately a 100' width of trees and vegetation before a reduction can be measured. The aesthetic and psychological aspects of a vegetation barrier are also significant, though.
- 2.5.13** Wayne Wells asked if the sound barrier would go onto the bridge over Harrod's Creek. Jerry discussed some of the issues with the final determination of the sound barrier on the Harrod's Creek Bridge. Because the structure type has not been fully determined at this point, the cost of the bridge with the barrier is still to be determined as well. The benefit analysis for the Harbor at Harrod's Creek residents can't be completed until bridge type selection is made for the Harrod's Creek Bridge.
- 2.5.14** Wayne Wells asked if the barrier would go all the way to the river. Elizabeth explained that since the road is in a fill section past River Road and there are a limited number of residences, a barrier in that area was not warranted based on the results of the Noise Barrier Analysis.
- 2.5.15** A member asked if there is a noise barrier on Transylvania Beach. Jerry explained that a lot of Transylvania Beach design issues couldn't be decided until Section 5 completes their bridge selection process for the Ohio River Bridge. Section 4 is actively coordinating with Section 5 in the design in the Transylvania Beach area.



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- 2.5.16** Aida Copic asked what the height of the barrier on the Harrod's Creek Bridge would be. Elizabeth answered 10' to 14'.
- 2.6** Jim Klein presented a brief overview of various lighting and signing concepts.
- 2.6.1** Alice Gunnison asked if lights are even necessary on this section since it is more rural in character. Jerry and Jim explained that since this section must be built to interstate standards, lights are necessary at interchanges and on bridge approaches.
- 2.6.2** Tony Yates asked if there would be guardrail on Wolf Pen Branch Road. Jerry explained that guardrail would be used as necessary at the bridge ends.
- 2.6.3** Mayor Falk asked if we will revisit lighting and signing at another meeting. Jerry assured him that we would plan another AAT Meeting to more thoroughly cover these topics because we understand the importance of lighting to the residents particularly.
- 2.6.4** Mayor Falk suggested that new topics go first on the agenda.
- 2.6.5** Ms. Gunnison suggested a meeting with group breakouts for working sessions to discuss the topics presented.
- 2.6.6** Mayor Falk stated his preference for the lighting mounted in the barrier walls. He also pointed out that Prospect has specific light ordinances.
- 2.6.7** Jerry suggested that lighting and signing concepts could be provided to the AAT Members for review prior to the next AAT Meeting if possible.
- 2.7** Jerry presented the meeting wrap-up which included an announcement of the upcoming Open House for the US 42 Widening and KY 841 Temporary Ramp Relocation work scheduled for this summer.
- 2.8** Jerry opened the floor for audience questions.
- 2.8.1** Bonnie Loeb introduced herself and announced that the Wolf Pen Branch Road Neighborhood Plan had been recently passed by Metro Planning. Jerry assured her that we had received that notification.
- 2.8.2** Ms. Loeb presented her opinion that the design concepts for Wolf Pen Branch Road are not in keeping with the Neighborhood Plan, particularly the sidewalks and the signature entrance for Bridgepointe.
- 2.9** The meeting adjourned at approximately 8:45 p.m.
- 2.10** The Meeting Memory follows:

**SDC #4 AAT Meeting No. 6
Meeting Memory
3-30-06**

Grade Change

Depth at portals?

Profile lowered to achieve tunnel cover

Similar depth of cut in city?



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How is the lower grade achieved?

Tunnel Stability?

Drainage before and in tunnel?

Water contained in storm water system

US 42 relocation

How will the new signal affect Bridgepointe?

Light at Bridgepointe?

Why not widen past Bridgepointe?

Project limits

How many lanes on US 42?

4 lanes & dual lefts

Will there be a median?

Yes – painted median

Concerns about traffic on US 42

-Speeding

-Capacity outside project limits

-Any way to reduce speed on US 42?

Requested the scope to be increased for years

City of Prospect believes scope should be extended

Schedule – letting May 26

How can triangle area be used for staging?

Some grading, vegetation screening

How deep is exploratory tunnel? How do you get to E.T.?

Ramp (temp) access

How does the SCD4 schedule compare to downtown?

Parallel

When will final engineering be completed?

2008

Is funding available?

Yes



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INR/HPP Update

Zoning as opposed to local ordinances?

Possible historic preservation ordinance

Is the plan to have Metro make ordinances for other cities (City of Prospect)?

Concerned that a project would impact existing zoning.

Project has no intent to override power of local governments. Plan only.

Where do you draw a line on where change can take place?

Change informs context

How did INR address US 42 construction?

US 42 – temp for E.T.

-archaeology considered

-within existing rights-of-way

-Allison-Barrickman Cemeteries

-Blasting and vibration plans for historic Allison-Barrickman Home

-Monitor impact to cemeteries

Lighting

-using existing fixtures

Noise Barrier Analysis

Model include going into the trench?

3D build model

Benefit or Affect?

Must meet threshold to benefit receptor – could be no benefited receptor

Atmospheric conditions affect noise?

Not substantially – 3db difference

What is db for 18-wheelers? Included in analysis?

Yes. 12% heavy truck used in model. Also accounts for grade shifts – 3D model

Most of what we hear is acceleration and deceleration noise.

Model accounts for acceleration and deceleration noise

Did you apply a low noise pavement to model?

Worst case scenario using most reflective material.

Barrier locations? Existing db a model?

No. Actual readings during rush hour



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TNM accounts for profile. Barrier doesn't help in the cut.

2025 traffic noise less than existing?

Depends upon combination of grade & barrier location.

52 to 65 at my house with barrier.

Correlation between height of wall?

How do trees and vegetation affect sound?

100' wide of trees before reduction is felt

Would barrier go onto bridge?

Does barrier go to river?

Transy Beach?

What is height of barrier on structure?

10' to 14'

JK Presentation

Are lights necessary?

Guardrail on WPBR

Will we revisit lighting & signing?

Yes

Could new things go first on agenda?

Could we have group discussions?

Like lights in wall

Prospect light ordinances

Send out light and signing to AAT for review

Open House

Metro Council just passed the Wolf pen Branch Road Neighborhood Plan.

Sidewalk and signature entrance not in keeping with Plan



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