



Louisville-Southern Indiana Ohio River Bridges Project

## Meeting Summary

### Section 4 Area Advisory Team Meeting

May 23, 2006

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

The seventh Area Advisory Team Meeting was held on May 23, 2006 at the First Baptist Church 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
Mayor William Huff	City of Green Spring
Mayor Lonnie Falk	City of Prospect
Kevin Oechsli	Metro Department of Neighborhoods (alternate)
Kelly Downard	Metro Council District 16
Glen Stuckel	Metro Council District 17
Aida Copic	Metro Planning and Design (alternate)
Mache' Readus-Wright	Metro Public Works (alternate)
Bill Robinson	Prospect/Harrods Creek (alternate)
Kyle Broyles	Shadow Wood
Wayne H. Wells	Transylvania Avenue
Mary Howard	Transylvania Beach (alternate)
Barbara Kelly	Wolf Pen Preservation Association (alternate)
Tony Yates	Wolf Pen Woods (alternate)

#### Project Team Members:

George Jones	FHWA Project Manager
Bart Bryant	KYTC Project Manager
John Sacksteder	CTS/GEC Project Manager
Chris Jones	CTS/GEC
Kevin Villier	CTS/GEC
Jim Klein	Lochner Design Team
Chris Amos	Lochner Design Team
Elizabeth Bullock	Lochner Design Team
Elizabeth Trawick	Lochner Design Team
Richard Wilson	Lochner Design Team
Jerry Leslie	H.W. Lochner, Inc. Project Manager
Debby Taylor	H.W. Lochner, Inc.



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**Additional Attendees:**

Lee Douglas Walker	KY Ombudsman for the LSIORBP
Ann Simms	City of Prospect (alternate)
Sandra Leonard	City of Prospect (alternate)
Debbie Carroll	Metro Council (alternate)
Mark Adams	Metro Public Works
Bill Kitchen	Transylvania Avenue (alternate)
Leslie Barras	River Fields
John Eger	2200 Whisperwood Drive

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 lighting and signing details to be considered during the meeting.

**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. He briefly reviewed the Open House held on April 27, 2006 for Section 4.

**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, or any other issue of concern.

**2.3.1** Mayor Falk voiced his concerns with the AAT process. He questioned if the member input on design concepts would be included in the final plans for the project. Jerry explained that the AAT Meetings were integral in Lochner's development of the Design and Aesthetic Guidelines for Section 4. Upon completion, the Draft Guidelines will be presented to the AAT for review and comment prior to submittal to the BSMT for final approval.

**2.3.2** Jim Halvatgis asked how the AAT could be assured of the implementation of the Guidelines. Jerry explained that Context Sensitive Design is a requirement of the ROD and MOA for the project and the input provided by the AAT will be utilized in creating the Design and Aesthetic Guidelines that are utilized as the basis for preliminary line and grade (25% design).

**2.3.3** Bill Robinson voiced his concern with difficulty in hearing the ongoing discussion. Jerry agreed to set up the audio system during Jim Klein's portion of the presentation.

**2.3.4** Councilman Downard reiterated the charge of the AAT as an advisory team without any official decision-making power for the project.



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- 2.3.5** Bart Bryant further clarified the role of the AAT by explaining that the BSMT is dedicated to following the process outlined in the project ROD and MOA. These documents outline a specific Public Involvement process of which the AAT is a part as well as the RAC and the KHPAT also working with the project team in advisory capacities as well. The goal of including advisory committees in the process will provide the best decisions for the Project.
- 2.3.6** Mayor Falk asked if the persons who would be making the decisions for Section 4 of the Project were present at the meeting. Jerry answered affirmatively. Bart continued that he and George Jones, both present, are the KYTC and FHWA Project Managers and make up the Kentucky portion of the BSMT, and Jerry Leslie is the Project Manager for Section 4.
- 2.4** Jim Klein of the Lochner Design Team continued the PowerPoint presentation with various signing and lighting design concepts.
- 2.4.1** Kyle Broyles asked if the locations of the overhead roadway signs were determined yet. Jim explained that many of the signing requirements are federally regulated such as the locations of regulatory signs and exit signs. The variable message signs must be located to be easily seen by those entering the tunnels.
- 2.4.2** Kyle further explained that his main concern was the height of the signing and lighting in relation to the neighborhoods.
- 2.4.3** Mayor Falk asked where the “Welcome to Prospect” sign would be located. Jim responded that a Prospect sign could be located at the city limits.
- 2.4.4** Bill Robinson asked what federal policy controls sign placement. Jim explained that the *Manual on Uniform Traffic Control Devices* or the *MUTCD* is the standard guide used.
- 2.4.5** Barbara Kelly asked the general height of the light poles shown in the slides. Jim answered that the ones shown in the presentation were generally 35’ to 40’ high.
- 2.4.6** Mayor Falk questioned the height of the lights at the tunnel portals and asked how the amount of light is affected if you lowered the fixtures. Jim answered that generally with lower lights, you need more fixtures to provide the required lighting. Mayor Falk suggested investigating lower fixtures with higher wattages. Jim explained that the tunnel lighting has specific standards that must be met separate from general roadway lighting.
- 2.4.7** Mayor Falk went on to say that he was concerned with problems with night blindness for drivers traveling from a dark road to a bright road in the tunnel and back to a dark road again after leaving the tunnel. Jim explained that special transition lighting is designed for going into and from the tunnel taking these factors into account.
- 2.4.8** Councilman Stuckel stated that he felt assured that the section designers would have qualified illumination engineers designing the lighting for



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Section 4. He added that the purpose of the AAT was to advise as to how the lights and signs should look.

- 2.4.9** Barbara Kelly emphasized that choosing low-impact elements from the family of elements presented in the handout was the most important aspect of signing and lighting in her opinion.
- 2.4.10** Mayor Falk stated that he liked the arched and rounded elements except for the light fixtures.
- 2.4.11** Mayor Huff asked if there are federal standards for lighting and if there are any restrictions on the design concepts presented from a federal standpoint. He also asked if there is ongoing coordination with Indiana on the Project as far as the lighting and signing design concepts are concerned. Jerry explained that the concepts presented meet required federal standards and that Lochner is currently coordinating with Section 5 (the East End Bridge) on transitioning from one section to the next with the design concepts such as lighting, signing, and the approach structure tying into the Ohio River Bridge structure.
- 2.4.12** Councilman Downard asked if there is a difference in the number of lights needed for the different concepts. Jerry explained that the number of lights would be based on meeting federal lighting requirements for interstates. Height of the fixtures could play a role in number needed.
- 2.4.13** Jim Halvatgis suggested improving the signing for the I-71 exit since oftentimes large trucks miss the exit and must use US 42 as a means to turn around to get back to I-71.
- 2.4.14** Tony Yates wanted to know if the AAT members could mix and match the lighting and design concepts presented in the handout. He liked some from both families and was very concerned that the concepts chosen minimize what you see and appear softer. Jerry asked the members to designate in some fashion on their surveys the specific concepts they preferred even if they were from both families of details. The design team will evaluate the responses for presentation at the next AAT Meeting.
- 2.5** Jim presented a review of the design concepts and barrier locations based on the Noise Barrier Analysis presented at the March 30, 2006 AAT Meeting.
  - 2.5.1** Mayor Falk asked for clarification on which walls are sound walls and which are safety walls. Jim explained that Bridgepointe and Shadow Wood have proposed safety walls.
  - 2.5.2** Mayor Huff reiterated that the fronts of homes face Springdale Road and any berm or wall constructed should take the view into consideration. Jim indicated that he had taken photographs earlier that day from locations along Springdale in front of those homes and the design would be developed with that view in mind.
  - 2.5.3** Mayor Falk stated that the berm concept is a favorite of the AAT and asked when the final decision will be made that a berm will be constructed. Bart explained that the Design Guidelines will have to include this as



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a recommendation and receive BSMT approval; however, in the meantime, Bart asked the AAT to voice their preferences either at the AAT Meetings, via phone calls, and/or emails to the team members. He encouraged them to contact the residents they represent so they can pass along their preferences as well.

- 2.5.4** Councilman Downard asked if the AAT will be informed when the final decisions are made prior to actual construction beginning. Bart responded that the AAT will meet again to review the plans at the mid-level point of design.
  - 2.5.5** Bill Robinson asked how final the decisions would be at the mid-level point and would there still be an opportunity to change some aspects of the design. Bart answered that the designs can still be tweaked at this point.
  - 2.5.6** Councilman Stuckel emphasized that long-term maintenance should be a major consideration on any concepts chosen.
  - 2.5.7** Mayor Falk indicated that the City of Prospect had committed to maintenance at the entrance to the city.
  - 2.5.8** Barbara Kelly asked if an irrigated berm had been considered. She voiced her concerns about maintaining vegetation on the berms without adequate maintenance. Bart pointed out that sometimes local communities will enter into maintenance agreements for areas adjacent to their homes, but those details are not developed yet. Jim explained that many of the designs presented and preferred utilize native species that require little maintenance after becoming established. Mowing requirements will also be considered in the final design and the layout of plantings beds versus grass areas.
  - 2.5.9** Tony Yates stated that the persons living next to the berms or walls should be included in that decision. Jerry explained that Lochner plans a series of neighborhood meetings with the affected communities to gain their input for the designs.
- 2.6** Jim presented the revised design concepts in the Belleview fill area.
- 2.6.1** Wayne Wells voiced his opinion that the barrier along the roadway in the Rosewell area should be a solid wall. Jim explained that the combination wall and landscaped berm served to break up the scale of the roadway more.
  - 2.6.2** Councilman Stuckel asked if there would be fencing. Jerry explained that there would be fencing for animal control.
  - 2.6.3** Wayne Wells reiterated his concerns with having a solid wall in the fill area because deer won't jump a solid wall. He also indicated that he felt a solid wall would cut down on sound and light as well. Jim explained that the berms allow for additional landscaping and when combined with walls, they serve to better mitigate the large fills by also providing sound reduction as well as appearing to reduce the scale of the fill.
- 2.7** Jim presented the revised concepts in the Wolf Pen Branch Road area.
- 2.7.1** Mayor Huff asked if there can be some concepts developed that show the view from the homes along Springdale Road similar to the Wolf



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Pen Branch Road ones to present to the AAT. Jim indicated that he would develop a sketch from that view.

- 2.7.2** Barbara Kelly asked if the Bridgepointe entrance from Wolf Pen Branch Road was to be revised prior to this project. Jim Halvatgis responded that there had been a survey completed of the Bridgepointe residents and the majority had voted for a gated entrance that would require a code to enter from Wolf Pen Branch Road.
- 2.8** Jerry presented the meeting wrap-up which included the topics of discussion for the next AAT Meeting tentatively scheduled for July or August 2006 and asked the AAT Members if they had additional questions or comments.
- 2.8.1** Bill Robinson asked when the contract for the exploratory tunnel is to be let. Jerry answered that the exploratory tunnel contract is scheduled for early 2007 and the US 42 Ramp Relocation is scheduled to go to letting this Friday (May 26, 2006).
- 2.8.2** Bill Robinson asked for clarification on the contractor's liability insurance. Bart stated that the contractor must have two bonds and liability insurance, but as to the specific amounts, he would investigate and provide this information.
- 2.8.3** Mayor Huff asked if the residents can be kept informed as to when blasting will take place. Councilman Stuckel suggested adding a construction schedule to the internet website. Jerry and Bart agreed to investigate this possibility and reminded the members of the Project website at [www.kyinbridges.com](http://www.kyinbridges.com).
- 2.8.4** Aida Copic asked if consideration had been given for a wildlife crossing from one side of the interstate to the other. Jerry responded that Lochner is currently investigating enlarging a required drainage structure in the Belleview fill area to allow cross passage.
- 2.8.5** Mayor Falk asked why the ombudsman was so far removed from the US 42 reconstruction work and had KYTC considered moving his office closer to the project site. He continued saying that Lochner had not advertised the ombudsman's existence for people to contact if they had blasting claims. Bart answered that the ombudsman was present at the meeting, and he introduced Mr. Walker. Bart explained that there were no plans to move Mr. Walker's office from Hurstbourne, but that he is always available. Bart continued that Mr. Walker's contact info has always been available on the Project website and brochures, but the project team will make additional efforts to get the info out. Bart clarified that any construction or blasting concerns should go to the KYTC Resident Engineer and Contractor instead of the ombudsman. If satisfaction isn't achieved working with the RE and Contractor, then Mr. Walker would act as a facilitator in the disagreement.
- 2.8.6** Mayor Falk asked if contact info for the construction personnel could be mailed out to residents so they would know whom to contact. Bart explained that the project is guided by the KYTC construction



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contract process. He added that signs will be at the worksite with contact information, but anyone is welcome to contact Lochner, CTS, and him as well if they have questions or concerns.

- 2.8.7** Mayor Huff asked if municipalities can be contacted prior to blasting beginning. Mayor Falk asked for information on the homes that are included in the pre-blast survey. Bart specified that some homes are included in the pre-blast survey area and agreed to investigate what information can be included on the website.
- 2.8.8** Bill Robinson asked if there are specific guidelines established for the contractor for blasting. Bart responded that the pre and post-blasting surveys are clearly defined. Jerry clarified that homes that are within 500' of a blast site will be included in the surveys.
- 2.8.9** Bill Robinson asked if sufficient time will be allowed before construction begins to perform the pre-blast surveys. Bart answered affirmatively.
- 2.8.10** Aida Copic asked about the AAT schedule for review of the Draft Design Guidelines. Jerry responded that the next scheduled AAT Meeting will provide the opportunity to discuss the Guidelines. After the AAT review and any necessary revisions, a Final Draft will be submitted for BSMT review and approval.
- 2.8.11** Councilman Downard asked if the project team will provide the Draft Guidelines to the AAT Members for review prior to the meeting. Jerry responded affirmatively.
- 2.9** Jerry opened the floor for audience questions.
- 2.9.1** Leslie Barras introduced herself and noted her position with River Fields. She elaborated on the earlier question concerning the US 42 contract in relation to stipulated damages and property damages. Ms. Barras asked if the damages applied to the test blast, since her understanding had been at the Pre-bid Meeting she attended that they did not. Bart verified that the stipulated damages do not apply to the test charge, which is not a production blast but allows for the calibration for production blasting. Jerry reiterated that the standards set up for blasting on the US 42 work are much more restrictive than the normal construction blasting standards. Bart added that if the restrictions are not followed, then BSMT will halt blasting. He further explained that since the US 42 contract is a fixed completion date contract, the Contractor has limited time to complete the work or will have to pay liquidated damages. Most likely, the Contractor will not want to risk having the job shut down because of the short time frame for completion.
- 2.9.2** Leslie Barras asked if a Fact Sheet with points of contact and homeowners' rights can be developed and sent out to area residents. The project team agreed to investigate this possibility.
- 2.9.3** Mayor Huff requested an update on the financial plan for the Project. Bart answered that the General Assembly has approved monies for the project, it



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is in the Six-Year-Plan, and the financial plan is scheduled for completion this summer.

**2.9.4** Jim Halvatgis stated his concern that as new politicians are elected the spending priorities will change. He is concerned that other areas of the state will get little or nothing with so much money going to the Bridges Project.

**2.9.5** Mayor Falk stated his opinion that the City of Prospect and the City of Green Spring were the most impacted by the US 42 work. He suggested asking the neighborhoods and cities with newsletters if they would publish a one-page letter with information on the project. The project team agreed to investigate.

**2.9.6** Mark Adams announced that he is retiring from Louisville Metro Public Works. The project team thanked him for his work on the Area Advisory Team.

**2.10** The meeting adjourned at approximately 8:35 p.m.

**2.11** The Meeting Memory follows:

### **SDC #4 AAT Meeting No. 7 Meeting Memory 5-23-06**

Process Concerns

- Design Guidelines*
- Presentation to AAT*
- BSMT ultimate authority*

Implementation of Design guidelines

- ROD and MOA must be honored*

Audio System

AAT is a recommended action committee

*BSMT dedicated to Public Involvement Process*

- AAT*
- RAC*
- KHPAT*

*The best decisions for Project*

*Lochner P.M. – Jerry Leslie*

*Jim's Presentation*

- Lighting*
- Signing*



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*-Roadway details*

Location of overhead road signs?

*-Variable message*

*-Regulatory signs*

*-Exit and location signs*

Location of signs in relation to neighborhood?

Welcome to Prospect sign?

Federal policy on sign placement?

*-MUTCD*

*-Sign structures*

*-Cutoff fixtures*

*-louvers*

Lights lower to ground?

Height of light poles?

*-35-40'*

Height of fixture above cut? At portals?

How does it change the amount of light if you lowered the fixtures?

*-Would require more fixtures*

More wattage lower fixtures a possibility?

*-Lights in walls*

*-Tunnel lighting specific*

Dark road to a bridge road and back again

Night blindness from traveling thru tunnel?

*-Special lighting transition into and out of tunnel.*

Illumination engineers make lighting decisions

*-Focus on light trespass minimization*

Choosing low impact elements



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Like arched or rounded except light fixtures

Restrictions of concepts from a Federal standpoint?

Coordination with Indiana?

Is there a difference in the number of lights needed between lighting concepts?

Standards for required lighting?

Trucks miss I-71 exit, more signing for I-71

Mix and match details  
Minimize visible light – softness

Sound barrier/Safety Barrier

Front view of homes to Springdale

Berm favorite of AAT- when can decision be made on berm?

*Recommendations for guidelines*  
*–Voice preference*

At what point will decision be made? What will it look like and will AAT be told?  
*-We will come back with plans to AAT at mid-level point of design.*

How final will the decision be? A period of time for change?  
*-Designs can be tweaked*

Consider long-term maintenance on any concepts

Committed to doing some maintenance at entrance to Prospect

Irrigating berm considered?  
*-Maintenance agreements sometimes*

Designs that are less expensive to maintain – More natural designs

Those who live next to berms/walls should help make decisions  
*-Neighborhood meetings to present design concepts*

Should be a solid wall



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Combo wall and berm and landscape

Fencing?

*-Fencing for animal control*

Deer won't jump a solid wall, worried about sound and light as well

*-Berms to help mitigate large fills*

*Wolf Pen Branch Road concepts presentation*

Rendering of Springdale Road side?

*-Yes*

Bridgepointe entrance?

*-Survey made*

*-Working gate – coded gate at WPBR exit*

*Comments?*

Contract to be let for Exploratory Tunnel?

*-US 42 Ramp Relocation to be let this Friday*

Contractor's liability insurance- \$100,000 to \$300,000? \$300,000 limit?

*-Contractors must have 2 bonds and liability insurance – get more info*

Can we be kept informed on when blasting is to take place?

Schedule on internet? How long will it take?

[www.kyinbridges.com](http://www.kyinbridges.com)

Was there consideration to leave a wildlife opening?

*-Considering making drainage structure large enough*

Why is ombudsman so far removed from temporary construction? Considered moving nearer?

*-No plans to relocate office, but he's always available*

*-Lee Walker – contact info on web*

Existence not being advertised by Lochner

*-Will improve getting ombudsman info out*



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*-Blasting concerns would go to R.E. and Contractor before going to ombudsman. He would help facilitate*

Mail something to people with contact info

*KYTC contract process*

*-Contractor and construction staff in charge of construction contacts*

Can they contact municipalities before blasting begins?

Pre-blast survey?

*-Some homes. Will put info on website.*

Specific guidelines established by contractor?

*-Pre-blast & post blast surveys*

Sufficient time provided prior to blasting for required surveys?

*-Yes*

Draft Design Guidelines. Time frame for review? Draft on final document? How many opportunities to comment?

*Next AAT*

*-Draft Design and Aesthetic Guidelines.*

Provide prior to meeting for review.

*-Yes*

*-Draft to AAT*

*-Final draft to BSMT*

Contract has

*-stipulated damages*

*-property damages – \$100k per event, \$300k aggregate*

Seems low no criteria for test blasts – no damages?

*-Normal blasting – 2"/sec*

*-Normal Structures 0.5"/sec*

*-Historic structure 0.25"/sec*

*-More restrictive than usual.*

*-BSMT overview--if contractor fails – blasting is halted*



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*Fixed completion date contract*

*More info on Insurance*

Damages do not apply to test blast?

- Test charge not a production blast*
- Allows for calibration for productive blast.*

Fact sheet, points of contact, homeowners' rights

Provide a schedule?

Update on financial plan?

- Both states fully support project*
- By summer hopefully*
- General Assembly approved 6YP*
- General Assembly put limit on it by December*

Priorities change with change of administration. At state level rest of state gets nothing?

- Legislature supports project*

Most affected – City of Prospect and Green Spring

Wolf Pen Woods

Put together a one-page letter for inclusion in newsletter.

Mark Adams – retiring from Metro



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