



Meeting Summary

Section 6 East End Indiana Area Advisory Team Meeting No. 1 November 30, 2004

The initial East End Indiana Area Advisory Team meeting was held on November 30, 2004 at the Utica Community Center. Introductions of the Bi-State Management Team, Community Transportation Solutions-General Engineering staff, the Section 6 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:

Jim Witten	Charlestown Chamber of Commerce
Debbie Wanke	Fox Run Homeowners Association
Marc Elliott	River Ridge Commerce Center
Jimmy Carter	Utica Town Council
Pete Datillo	Utica Town Council
Ann Graham	Utica Town Council

Other individuals attending:

Leslie Barras, Sharon Hess, Bob and Janet Hill, Lester and Gayle Wood

Project management present:

Indiana Approach Partners: Greg Rominger, Scott Sondles, J. B. Williams

Community Transportation Solutions-General Engineering Consultant (CTS-GEC):

Becky Aguiar, Dan Burgess, Richard Cary-Brown, Kevin Ginnerty, Jim Hilton, Kristen Jordan, David Kroll, Christa Turner

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

1. **Introductions**

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

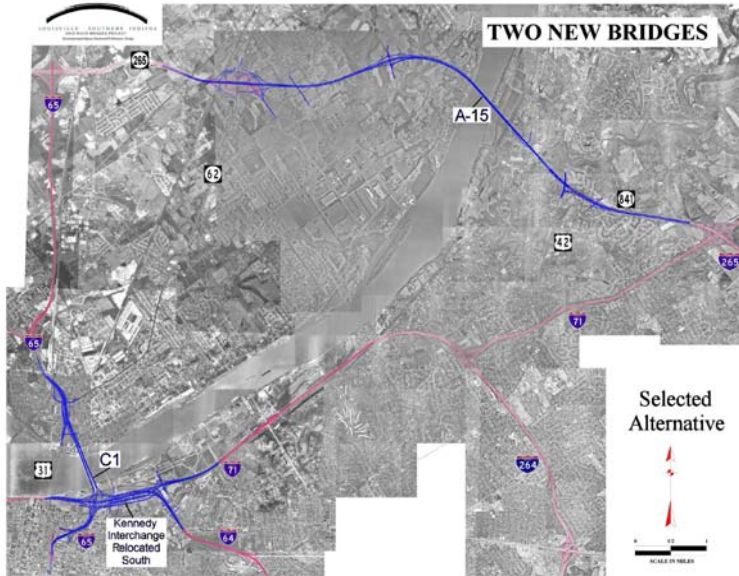
2. **Project Update and Public Involvement Overview**

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 Section 1 – The Selected Alternative



2.3 Six Sections

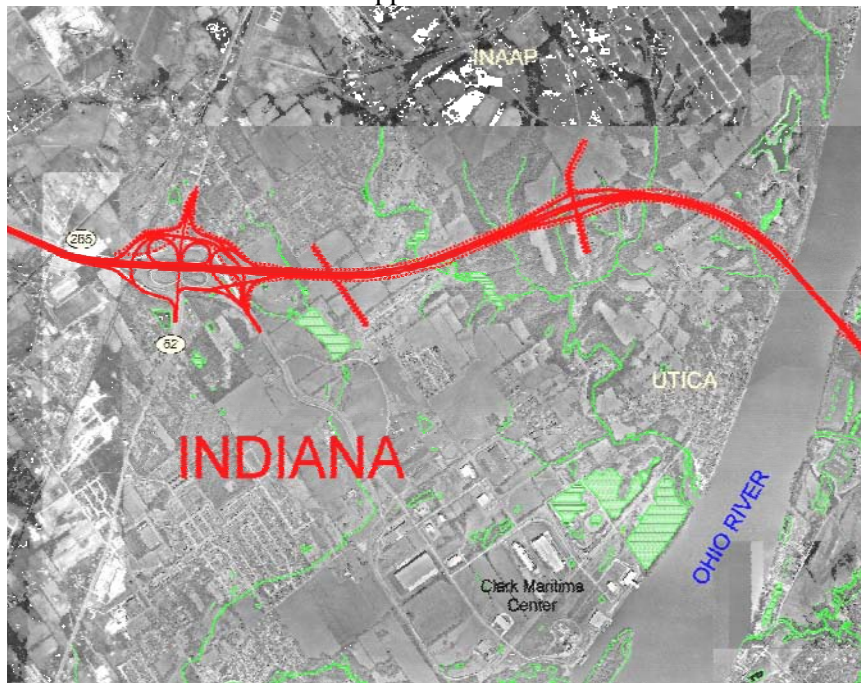
- Section 1 – Kennedy Interchange
- Section 2 – Downtown Bridge
- Section 3 – Downtown Indiana Approach
- Section 4 – East End Kentucky Approach
- Section 5 – East End Bridge
- Section 6 – East End Indiana Approach



3. Section 6 Project Overview

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

3.1 Section 6 – East End 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

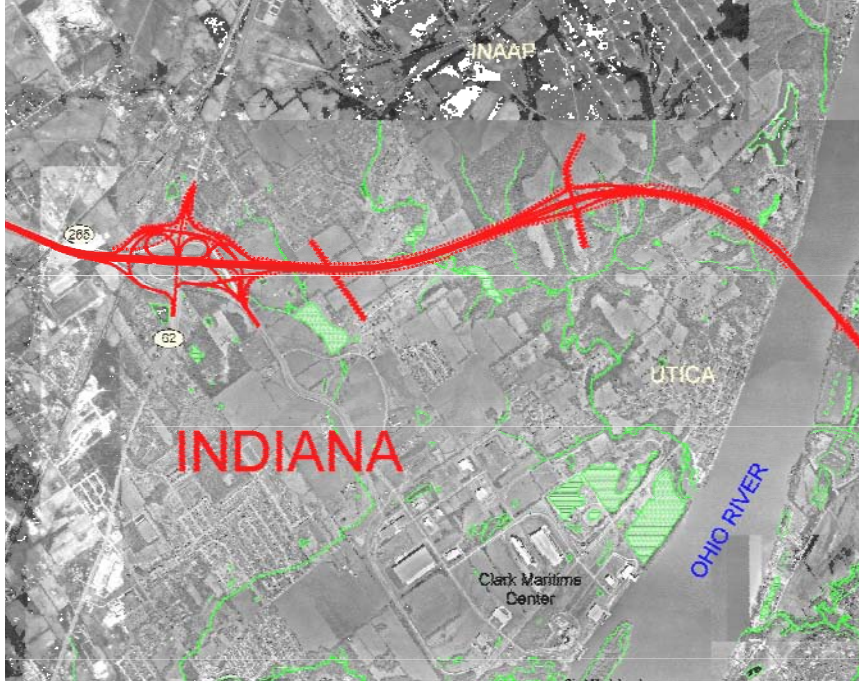
4.3 The Role of Public Input Organizations

- 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 6 Overview

5.1 Project Approach Section 6



5.2 Section 6 Design Team

- Scott Sondles, Project Manager, Burgess and Niple, Inc.
- Accu-Air Surveys
- American Consulting, Inc.
- Blackburn Architects
- Clayton Consulting Group
- Consulting Management Inspection Design
- Crosby, Schlessinger and Smallridge
- CTL, Engineering of Indiana
- Harris, Miller, Miller, & Hanson
- Material Solutions Group
- Michael Baker Jr., Inc

5.3 Focus Areas

- Section 6 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

- Interchange at Salem Road
- Residential Development
- Bikeway access to East 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 East-end 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

- Swartz Farm Rural Historic District
- James Smith Farm
- INAAP Igloo Storage Historic District
- Lentz Cemetery
- Lime Kilns Within the Utica Lime Industry Multiple Property Listing

8. **Discussion**

Following is a summary of discussion following the presentation

Q or C: Attendee comment or question

R: Project team response

1Q. Can we tie the bike trail to Charlestown State Park?

1R. The plans for the new bridge includes a bike and pedestrian path that will cross the bridge. We don't know where the bike trails in the park are, but we are certainly willing to work with Park authorities to explore possible connections.

2Q. Will the roadway be depressed as it touches Indiana?

2R. The road is tying into the bluff, so it will be slightly depressed. It will **also** be ~~further~~ depressed near a residential area to minimize impacts. We have to have **approximately** 80 feet of clearance **over the river** at the bridge.

3C. It's mind boggling to tie into Salem Road since it only has one and a half lanes.

3R. We're looking into improving Salem Road at that intersection.

4Q. Will you build both bridges at the same time?

4R. This is one project with two bridges. There may be a lag in construction due to funding availability, but design and implementation will include both bridges.

5Q. What are you doing about the fence (INAAP)? (~~??unclear about what fence he's referencing~~)

5R. We most likely will **not touch the fence**. ~~terminate it before the connection. (Does this need to be fleshed out?)~~

6Q. How will the bike path work? Will it be underneath the bridge?

6R. The bridge designer will address that. It could be designed various ways. On the Woodrow Wilson Bridge, they looked at various separation measures [to keep the vehicles away from pedestrians and cyclists] and crash protection measures. We also talked to a public involvement group like this to get their feedback. Potential designs for this path on the bridge will be a topic for discuss for this group.

7Q. I'm a big fan of advance planning. I think we should look at adding extra lanes ahead of time so we grown into the additional traffic.

7R. We've considered future traffic through 2025. The bridge will be six lanes and the highway will be six lanes. The planned right-of-way purchases take that into consideration.

8Q. How wide will the road be?

8R. **The Right of Way** ~~It~~ will be 200'-300' depending on cuts and fills.

9Q. Will it be as high as those Quarry Bluff houses?

9R. Yes, it will be about the same height.

10Q. How does the new bridge alignment impact the Quarry Bluff neighborhood?

10R. We met with the Hughes group **and provided them with preliminary alignment plans in the area of their development.**

11Q. What about sound barriers?

11R. We'll be evaluating that during ~~this~~ **the** design phase. The need for sound barriers was reviewed during the Environmental Impact Statement phase of the project.

12Q. Has right-of-way acquisition begun?

12R. ~~Yes,~~ A few Offers to purchases have been made, for corridor preservation. If alignment areas are in danger of being developed, we can purchase property for the footprint to protect the corridor.

13Q. Has that begun?

13R. Yes, protective buying has begun, but it's not the normal process. Usually this doesn't happen at the beginning of the design phase. We're planning to begin standard right-of-way acquisition in 2006, so we can begin construction.

14Q. When will construction be complete?

14R. That depends on funding availability. It could be complete by 2017, but it could also be faster or slower depending on funding.

15Q. You didn't mention the passage house at Swartz Farm. Is that going to be demolished?

15R. Yes, that was reviewed by the Indiana Historic Preservation Advisory Team and approved by the State Historic Preservation Officer.

16Q. Where will the blasting areas be?

16R. We don't have a soil survey yet to determine rock location and soil composition. The Section 6 (Utica area) design team has a blasting expert on-board. We'll implement rigorous blasting and vibration standards to protect properties in the vicinity.

17Q. Will Utica-Charlestown Road dead-end at the highway?

17R. Yes, It will probably be fenced off and the new highway will have ~~with~~ a bridge over the creek.

18Q. Where is the first entrance to I-265 on the Indiana side?

18R. It will be at Salem Road. Then going northwest, the next entrances will be at Port Road and ~~of~~ IN 62.