

Ohio River Bridges Citizen's Advisory Group

Project Item Number: 5-118.00

County and Route: Jefferson, New Bridges and Kennedy Interchange (I64, I71, I65)

Project Description: Construction of two new Ohio River bridges linking Louisville and Southern Indiana, and reconstructing the Kennedy Interchange (Spaghetti Junction) where I-65, I-71 and I-64 converge near downtown Louisville

Project Manager Contact information (Cabinet): Matt Bullock, P.E., Department of Highways – District 5, 8310 Westport Road, Louisville, KY 40242, (502) 210-5400

Project Manager Contact Information (Consultant): John Sacksteder, P.E., Project Manager at Community Transportation Solutions – General Engineering Consultant, 305 N. Hurstbourne Parkway, Suite 100, Louisville, KY 40223, 502-394-3847

Other contacts: Glen Kelly, P.E., Project Manager (Section 1) at QK4, 815 W. Market St., Suite 300, Louisville, KY 40202, 502-585-2222

Approximate dates: October 26, 2006

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.): This was the fifth of a series of Advisory Team Meetings. Only six of the team members were present for the meeting. However, many of these members were also represented on the Historical Preservation Advisory Team (HPAT) and had seen the same or similar presentation at a meeting of that team. In fact, the overlap of the two teams has potentially caused some problems as each has a separate function that is not necessarily recognized by the members who serve on both. The project Record of Decision places specific responsibility on the HPAT for issues related to historic preservation. The AAT's are to serve as resource information for the general project guidance. This meeting served to make the AAT aware of the current direction and of studies performed as part of the project. The limited number of attendees makes the value of the response somewhat less.



Meeting Summary

Section 1 Kennedy Interchange Area Advisory Team Meeting No. 5 October 26, 2006

The fifth Kennedy Interchange Area Advisory Team meeting was held on Thursday, October 26, 2006 at the Frazier International History Museum. An update on the progress made in Section 1 was presented, ending with discussion.

The following individuals from the Area Advisory Team were in attendance:

Emily Boone	Clifton Community Council
Bill Gatewood	Councilman David Tandy's Office
Carol Hensley	Main Street Association
Steven Kersey	Phoenix Hill Neighborhood Association
Jim Segrest	Butchertown Neighborhood Association
Norma Asyn Ward	Metro Housing Authority

Other individuals attending:

Leslie Barras	River Fields
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Project management present:

Kentucky Transportation Associates (KTA): Glen Kelly-Project Manager; Richard Sutherland-Deputy Project Manager; Brian Aldridge, Dan Byers, David Smith, David Reed, Charlie Scott, Greg Murphy, Miguel Rosales

Community Transportation Solutions – General Engineering Consultants (CTS-GEC):
Steve Hoefler, Steve Nicaise, Kristen Leggett

Project Staff: Jadie Tomlinson - Kentucky Transportation Cabinet, George Jones – Federal Highway Administration (FHWA), Lee Walker-KY Ombudsman

1. Mellwood-Story Connector Study

Key study elements:

- Determine if two-way operation of Story and Mellwood Avenues is feasible
- Study the elimination of the connector proposed in the environmental document
- If two-way operation is feasible, investigate new full interchange at Mellwood

Potential Issues:

- Cost for new interchange with Mellwood improvements = Approximately \$20M
- Business and right-of-way impacts along Mellwood
- Environmental Impacts

Conclusions:

- Study is complete
- Two-way traffic is viable with a single interchange at Mellwood Ave and improvements to Mellwood
- Additional preliminary engineering and environmental analysis would be required to move the project forward and determine all the impacts
- Bi-State Management Team (BSMT) will make decision on the direction for the study in 2007

2. Waterfront Park Impact Reduction Study

Study Phases:

- Phase 1
 - Development of alternatives to reduce width over the Great Lawn
 - Consider raising elevation of I-64
- Phase 2 – Bridge Type Study
 - Bridge Type Options
 - Reduce number of piers

Study status:

- Phase 1 is complete
- Kentucky Transportation Associates is proceeding with the design of Layout 5-M. This alternative includes:
 - No access from Second Street to southbound I-65 (proposed access to northbound I-65 remains)
 - I-64 westbound/I-71 southbound will have new access to River Road
 - Third Street exit will be closed; I-65 traffic can use Jefferson Street or Ninth Street for downtown access

3. Noise Walls

Key Study Elements:

- FEIS included three locations for further study
- Seven locations were initially evaluated by KTA; subsequent study looked at I-64 east
- Two reports were submitted to BSMT

Study status:

- Currently, one wall site is under final consideration (Section 7, east of I-64 near Clifton)
- Community will have opportunity to comment on wall desirability
- BSMT will make final decision on if and what types will be constructed

4. North-South Access and Witherspoon/Geiger Street Relocation

Key Elements:

- Immediate Needs Report (INR, Historic Preservation Plan (HPP) for Butchertown, and the Downtown Development Corporation's land use study (for the 40-45 acres to be left vacant once the Kennedy Interchange is relocated) made recommendations on the relocation of the proposed Witherspoon Extension (to follow the alignment of existing Geiger Street) and additional access through/under the proposed I-64

Study status:

- Once the HPP for Butchertown is finalized, the BSMT will make a decision on additional north-south access locations

- KTA has initiated a study to investigate the impacts associated with two potential alignments for the proposed Witherspoon Extension
 - Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) alignment, just south of the Kennedy Interchange and parallel to I-64
 - Geiger Street alignment to parallel Washington Street and reconnect the Butchertown Street grid
- Alternatives will include a four-lane street with sidewalks
- Impacts will be provided to BSMT for consideration

5. Accelerated Construction Section

Key Elements:

- Construction along I-65 south is being accelerated due to maintenance concerns
- Limits are just north of Broadway to just north of Liberty Street
- This section is likely to go to construction in 2007

6. Bikeway Study

Key Study Elements:

- A study of likely connections to the existing bikeway network was advanced early in the project

Study status:

- The bikeway study has been on hold for several months awaiting final decisions on related studies
 - Mellwood-Story Study
 - Witherspoon/Geiger Street Extension
 - Additional North-South Access

7. Gateways

Key Elements:

- Two gateways are mentioned specifically in the FEIS
 - Main Street
 - Market Street
- Additional gateways proposed in the INR and Draft HPP's for Butchertown and Phoenix Hill

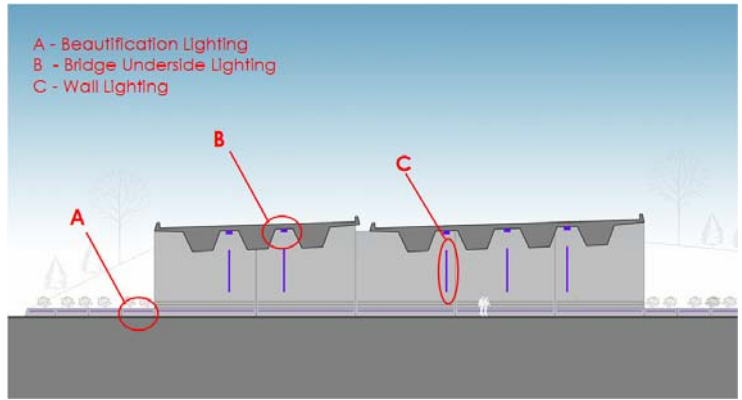
Study status:

- KTA is applying the approved Aesthetic Guidelines at each gateway location
- Each location is being considered on an individual basis

8. Accent & Viaduct Lighting

Key Elements:

- The current concept for viaduct lighting is categorized into three components



Lighting concept for Floyd Street structure

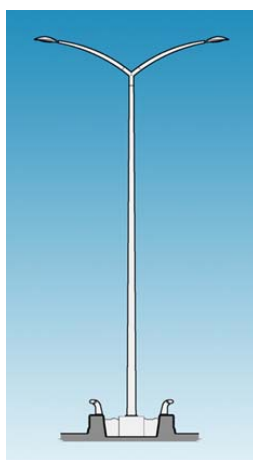
9. Interstate Lighting

Key Elements:

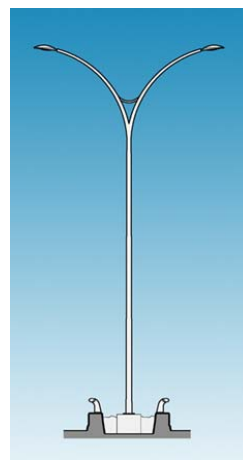
- Concepts for lighting and sign supports have been developed for discussion



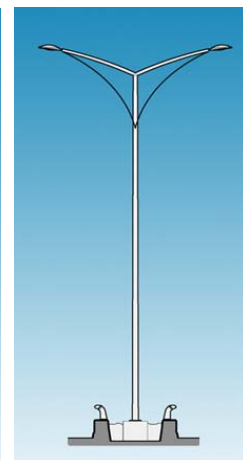
Existing



Option 1



Option 2



Option 3



Existing

Option 1

Option 2

Option 3

10. Streetscaping

Key Elements:

- Commitments are outlined in the Memorandum of Agreement for Streetscaping in Butchertown and Phoenix Hill
 - Butchertown: “KYTC shall design and construct streetscape improvements within the entire Historic District”
 - Phoenix Hill: “KYTC shall include streetscape improvements along Main and Market streets from Floyd to Clay streets”
- Early concepts include continuation of existing streetscape enhancements that have been implemented along Main and Market in the vicinity of I-65 and Slugger Field

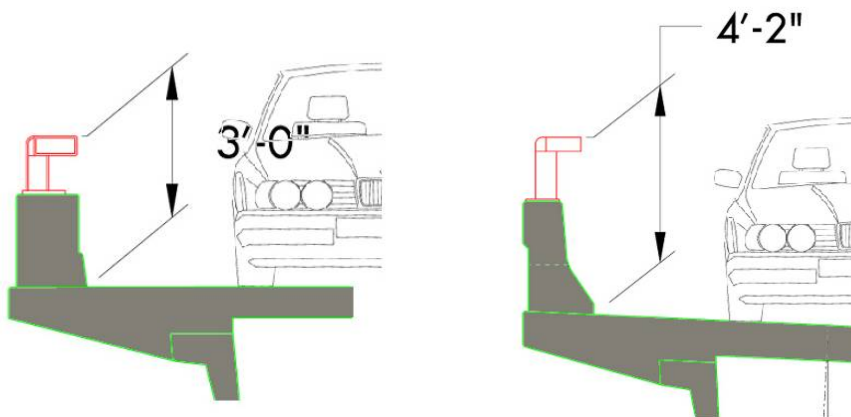
Study status:

- Work has not yet begun
- KTA will present a plan of action to BSMT for approval
- Plan will include meetings with neighborhoods to develop guidelines and concepts

11. Railings

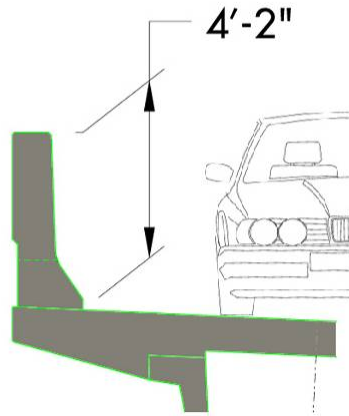
Key Elements:

- Concepts for roadway barriers/railings have been developed for discussion



3' Barrier with Rail

Tall 4'2" Barrier with Rail



Tall 4'-2" Solid Concrete Barrier

Study status:

- Concepts are being further refined and evaluated
- Railings are not currently being considered for median barriers

12. Landscaping

Key Elements:

- Landscape guidelines have been prepared and submitted to BSMT
 - Reinforce a sense of regional identity and place
 - Create a quality visual experience for travelers
 - Improve highway drivability and safety
 - Provide visual continuity and internally unify various highway components
 - Integrate the interchange with the local setting
 - Screen and buffer views of the highway from adjacent areas, and screen views from the highway of unattractive urban development
 - Accentuate scenic vistas
 - Protect and improve environmental quality including air and water quality, habitat protection, and erosion control
 - Visually and physically extend and connect parks and green space
 - Create and reinforce multi-modal connections and linkages
 - Reduce roadside maintenance
 - Contribute to definition of community gateways
- The preliminary concept divides the Kennedy Interchange into landscape zones by existing context
 - I-64 Segment: Ravine Woodland
 - Recessed highway flanked by densely planted (wooded) side slopes
 - I-64/I-71 Segment: Braid Bars and Islands
 - Plants and landforms symbolize vegetated gravel bars and braid bars along rivers and creeks
 - I-64/I-65 Confluence: River Bottom Tree Groves
 - Canopy of large bottomland trees (sycamores, cottonwoods) across gently rolling grassland
 - I-65 Segment: Rock Cliffs and Ledges
 - Trees and shrubs along base of highway walls and abutments

Study status:

- Concepts are under further development
- Landscape design will occur in subsequent project phases

13. Interpretive Signage

Key Elements:

- Interpretive signage is a commitment in the Memorandum of Agreement for Butchertown and Phoenix Hill

Study status:

- Work has not yet begun
- KTA will develop concepts in collaboration with both neighborhoods in the next phase

14. Traffic calming

Key Elements:

- Traffic calming is a commitment in the Memorandum of Agreement for Butchertown and Phoenix Hill

Study status:

- Work has not yet begun
- KTA will develop concepts in collaboration with both neighborhoods in the next phase

15. Discussion

Following is a summary of discussion following the presentation

Regular Text: Attendee comment or question

Italicized Text: Project Team response

Post-Meeting Addition: Indicates additional information not shared at the meeting.

The following items were discussed after the Mellwood-Story Presentation:

1C. Could Witherspoon traffic be changed so it goes the other way? During peak hours, most traffic is going the same way. If people have a choice between River Road or Witherspoon/Geiger, more will choose the Witherspoon/Geiger option. With the current design, you make it easier for people to choose Witherspoon/Geiger versus River Road. I would prefer we change the intersection there.

2C. While driving down I-64 it is important that landscaping provide a historic perspective into the Butchertown neighborhood. Would love to see trees like American Bass or Linden.

3C. We seem to be cutting aesthetics because of budget and I'm worried about that.

4Q. Is there money in the budget for landscaping?

4R. Landscaping is a commitment that will be fulfilled in the design of the Kennedy Interchange. A budget has not yet been established but cost estimates have been developed for the preliminary line and grade and mid-level plan submissions.

5Q. Will there be transitions on the highway from higher speeds to lower speeds and what landscaping techniques will be used because of speed limit changes? Landscaping techniques can help make the transition.

5R. Plantings at higher speed locations will not have the same detail as local street landscaping. As the driver enters the community on local streets, the landscaping should reflect the character and context of the area.

6Q. The highway department has not focused on landscaping and it is refreshing that you are doing that. Will it be sustained?

6R. The goal is to develop landscaping that is easy to maintain. KTA has worked with Jewish Hospital along I-65 as they currently maintain landscaping in that area.

7Q. Is there a highway fund endowment for maintenance long enough to make sure the project gets started and maintained until completion?

7R. While there is no endowment, per se, for landscape maintenance, warranty periods of three years have been utilized on traditional highway projects. Other efforts to ensure plant maintenance are to enlist other entities such as Jewish Hospital, Metro, and the Waterfront Development Corporation to consider adoption of specific sites.

8C. The sidewalks on Main and Market should be larger than currently proposed (15' minimum width should be considered) and the sloped abutment walls should be made vertical. This will allow those gateways to serve as gathering areas with displays of public art. The lighting could be designed to accommodate paintings/murals on the abutment walls by "framing" the paintings; the wider sidewalks will provide both gallery viewing areas and adequate space for pedestrian travel.