



MILTON-MADISON BRIDGE PROJECT ADVISORY GROUP (PAG) MEETING #2 November 13, 2008

The Milton-Madison Project Advisory Group (PAG) met November 13, 2008, at Milton Elementary School in Milton, KY at 6:30 PM. The purpose of the meeting was to present the identified bridge and roadway deficiencies, to get initial feedback on the project purpose and need, and to begin developing location alternatives.

Twenty-three members of the PAG and 44 members of the public attended the meeting. A list of attendees is attached with these minutes. Meeting attendees were given the opportunity to comment verbally or to fill out comment forms provided at the door. Copies of the Fall 2008 project newsletter were also distributed.

Jack Couch, a native of Trimble County and member of the project team, opened the meeting and welcomed PAG members and public observers. He introduced the project team, KYTC, INDOT and FHWA. Members of the PAG introduced themselves. John Carr, the project manager for the consultant firm Wilbur Smith Associates, provided a brief summary of the study process, the five desired project outcomes, and the protocol for the meeting.

There followed a 10-minute public comment period. Mr. George Freeman considers preserving the existing structure a business opportunity to encourage heritage tourism. The structure could be converted to a museum display space or an observatory could be provided as part of a new bridge to encourage visitation. A written copy of Mr. Freeman's statement is attached. Ms. Janet Freeman encourages pursuing public-private partnerships to preserve the existing bridge and draw additional tourists to the region.

Aaron Stover and Brad Johnson continued the presentation by discussing deficiencies with the existing structure and connecting roadways. The current bridge is structurally deficient and functionally obsolete with narrow lanes and aging members. Issues on the connecting roadways include roadway widths, turning radii, and sharp curves. Which of these issues are addressed will be determined later by the location of the preferred alternative.

After a short break, John Mettille continued the presentation by outlining federal requirements for the Project Purpose, Need, Goals and Objectives, and Screening Criteria. PAG members were asked a series of questions which will be used to formulate the project purpose and need. These responses are summarized below.

Do you have any concerns with the existing bridge?

- Safety
 - Ambulances crossing the bridge can be delayed
 - Crashes on bridge
 - Condition of bridge itself
- Narrowness of lanes and shoulders
 - Trucks
 - Farm equipment
 - School buses on field trips
- Public perception
- Historic significance of bridge
- Stopping on bridge coming into Kentucky to make turn into gas station
- Current bridge hinders economic development
- Reliability
 - Cross-river trips
 - Commercial
 - Poor system links on KY 36 and SR 56
- Approach roadways have bottlenecks
- Narrow approaches in Indiana
- Angle of approach in Kentucky
- No walkways on bridge
- Incident management; static loading on bridge during crashes when traffic must sit and wait in blocked lane

What do you use the bridge for?

- Employment
- Employer: shipping and workforce rely on bridge
- Movement of goods and raw materials
- Hospital and health services: patients and employees
- Commuting to and from work
- Access to retail stores
- Gateway for tourism

What does the bridge mean to the community?

- Economic survival
- Link between communities, both directions
- Business vitality
- Farm link for shipping grain and other farm products
- Health and quality of life – the bridge helps the hospital achieve its mission

What would you consider a successful project?

- Build tomorrow!
- No adverse affect on National Historic Landmark
- Sensitive to businesses, homes, historic resources
- Strong structure, low maintenance costs, stays on budget

- Built for the long term
- Doesn't put the communities on hold during construction
- Based on PAG consensus: group working for the common good instead of personal interests
- Construction doesn't impede traffic flow
- Solves approach problems and bridge issues
- Promotes safe travel
- Addresses floodplain issues

How important is the appearance of the bridge to the communities?

- Highlights communities
- Plays a role in tourism and events (e.g. Madison Regatta)
- May be seen as a project failure if not aesthetically pleasing; appearance reflects the quality
- Bridge is a gateway to communities and states, in both directions
- Community pride
- Affordability is a key issue
- Bridges are natural focal points
- Must look good long term with an ageless style
- Largest feature in either community, aside from the smoke stacks

Other Comments:

- Historic qualities of existing bridge – National Landmark designation, National Register
- Transportation linkage for existing businesses – economic detriment because no transportation alternatives
- Existing bridge is not a problem for river traffic
- Concern with temporary ferry service

Following this exercise, Tim Sorenson explained the alternatives being considered and the screening process. Currently, four basic alternatives exist for development: (1) the No Build Alternative is the basis for comparison; (2) the Rehabilitation Alternative allows for continuing maintenance of the existing structure; (3) the Superstructure Replacement Alternative would replace the upper elements of the bridge but reuse the existing piers; and (4) a New Bridge on a New Alignment. Because this is a bridge replacement project, a new alignment should be limited to the area between KY 36 and SR 56. Designers will consider future connection of the bridge when designing alternatives; however, a hilltop connection is not included in the project at this time. PAG Members were given an opportunity to suggest new alignment locations; responses are shown on the attached maps.

PAG members commented that a new bridge should be cost effective, should preserve the historic resources and districts, and should take into account long-term needs, including a possible link to I-71.

Following the PAG comment period, the meeting was opened for public comments and questions. The following summarizes the comments and statements that were made:

- Twenty years of effort has gone into previous studies; this work should not be ignored. This planning effort is consuming valuable resources.
- Any new bridge or regional link should connect into both communities. It would be bad to bypass either city.
- The economic impact of closing or moving the bridge must be taken into account.
- The study should take into account Milton Hill.
- Floodplain issues should be addressed.
- Another bridge location to consider should be east of the SR 56/SR 62 intersection to avoid both downtown areas.
- Replacing the superstructure should only be considered a viable option if the piers are permanent and safe.
- A new bridge should plan for the next 50-100 years. It connects two states, not just two communities.
- A good bridge design will save time and gas, too.
- The bridge is essential for shopping, entertainment, health care, employment, family ties, and retail business. Safety concerns on the Milton Hill should be addressed: trucks using the facility and underpinned sections sliding and breaking have caused many deaths over the years.

PAG Members in Attendance

Nathaniel Adams
 Ronnie Barnes
 Sue Fisher
 Nolan Hamilton
 Rick Lostutter
 Corey Murphy
 David Pennybaker

Roger Allman
 Neil Bryan
 Carla Goins
 Jim Juricic
 Kenneth McCoy
 Robert Nolan
 Peter Woodburn

Warren Auxier
 Larry DeBuhr
 Ann Grahn
 Heidi Kruggel*
 Bob McKinney
 Jim Overton

* *Alternate for John Staicer*

First Name	Last Name	Organization
Nomal	Barnes	
Casex	Bloos	WORX/WXGO
Staci	Brierly	
Richard	Butler	
Joe	Butler	
Sara	Danhart	The Madison Courier
Marcia	Dunnaway	Trimble School
Theresa	Edwards	Circuit Clerk
Randall	Embry	KIDDA
Bob	Ems	WIKI Radio
Geo. A	Freeman	
Janet Dell	Freeman	
Jodi	Ginn	
Shannon	Haskins	City of Milton
Darnell	Henderson	Madison City Council
Tony	Henry	Madison Historical Board of Review
Gladys	Henson	
Laura	Hodges	Madison City Councilman
Mary	Jackman	INDOT
Patty	Jackson	
Lorrie	Kinkade	The Trimble Banner
Wayne	Kyle	Woodburn, Kyle, Co.
Betsy	Liston	Citizen
Mattie	Manod	
Ronnie	McCance	Trimble Co. EMA
Konnie	Mclallen	Round About Madison
Donny	Oakley	Mayor Milton
Jim	Olson	Jefferson County HWY Dept
Sonny	Pearl	
Rick	Rand	State Representative
Shannon	Rowlett	Property Owner
Candus	Smith	
Steve	Srverly	City of Milton
Randy K.	Stevens	
Rita	Stewart	
Ronald	Stewart	
George	Tackett	Ivy Tech
Alaina	Tandy	
Teresa	Tody	
David	Waldner	KYTC DEA
Earl	Warner	
Gordon	Western	
Phil	Wotring	
Michael		

Bridges Speech (11/13/08)

(delivered at PAG mtg @ Milton
Elementary School; Milton, KY)

My name is George A. Freeman. I served this region for almost 20 years as owner/operator of radio station WIKI.

If we plan this bridge as a business opportunity we can do four things: (1) Increase sales tax receipts. (2) Lower local taxes. (3) Generate more long term income as a tourist destination. (4) Create new, long term jobs.

We propose the new bridge include an Observatory. Waldo County, Maine doesn't have a town with half the population of Madison, Indiana. The State of Maine, without the help of a neighboring state, built a new bridge there less than two years ago that includes an Observatory.(1) The New York Times reports a one hundred mile, 360 degree view can be seen from that Observatory; 50 miles in each direction.

Visitation doubled expectations the first year. More than come here for the Madison Regatta. Couples are getting married in the tower.

So much for the NEW bridge.

What about the 1929 bridge? On the EAST coast a public/private partnership is rehabbing an old railroad bridge across the Hudson River. It'll be a pedestrian/bicycle bridge.(2) Folsom, California bought its 19th century bridge back, and re-built it on its original foundation to make it a pedestrian/bicycle bridge.(3)

We are spared these problems if we simply leave the Milton/Madison bridge in place. We can make our bridge a "Heritage Tourism Destination".

History Displays: George Rogers Clark sailed past Milton and Madison in the effort that kept Madison from being a part of Canada.

Displays would salute our region's **employers.**
Specialty Food vendors and shops' lease payments would go to a bridge maintenance fund.

45 tour busses a year create ten new jobs.
Heritage Tourists spend more and stay longer.

If you're interested in learning more about these ideas please see us after the meeting. (4)

(1) www.penobscotnarrowsbridge.com/bridge.html

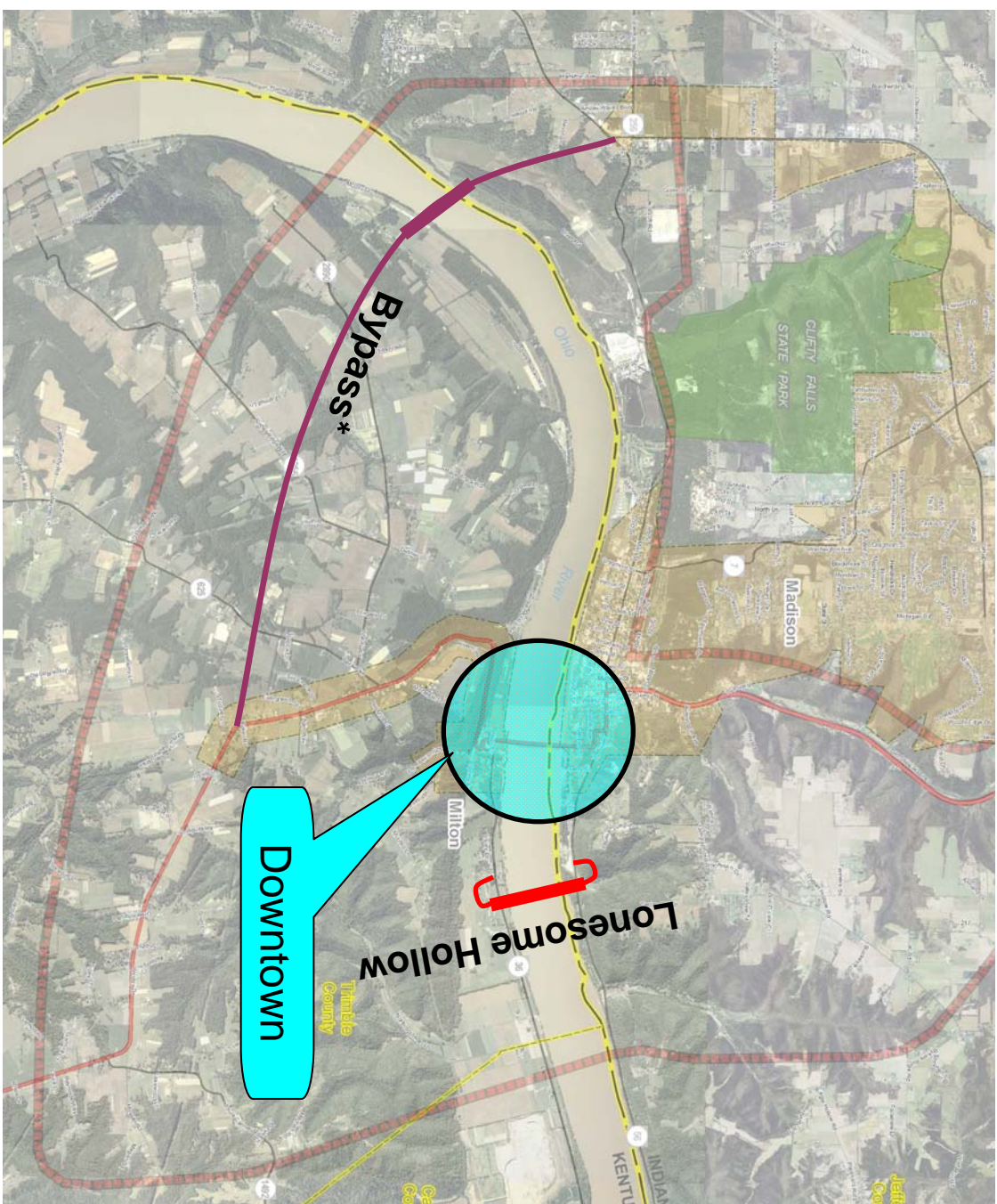
(2)

(3) [Historic Truss Bridge-MyFolsom.com](http://HistoricTrussBridge-MyFolsom.com)

(4) Freeman0656@sbcglobal.net



Suggested New Location Alternatives from PAG Meeting #2



* Received as a public suggestion following the PAG meeting



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