



## **MEETING SUMMARY MILTON-MADISON BRIDGE PROJECT ADVISORY GROUP (PAG) MEETING #8 December 10, 2009**

The Milton-Madison Project Advisory Group (PAG) had its eighth meeting at Clifty Falls State Park in Madison, IN on December 10, 2009, at 6:30 PM. The meeting agenda included the following items: Section 106 and NEPA mitigations, bridge aesthetics, results of the economic and ferry studies, construction staging, and the environmental assessment (EA).

Sixteen (16) members of the PAG and eleven (11) members of the public signed in at the meeting. A list of attendees is attached to this summary.

Jack Couch opened the meeting and welcomed PAG members and public observers. He introduced the local officials in attendance and reviewed the agenda for the meeting. No one signed up for the public comment period at this point in the meeting. John Carr reviewed the previous meeting. Since the previous PAG meeting, the project team has been extremely busy: developing engineering details, coordinating with Section 106 consulting parties, etc.

John Carr described mitigations proposed for the project. The draft Memorandum of Agreement (MOA) describes mitigations for historic properties; it is available on the project website for comments. The EA will be posted on the project website later this month.

Aaron Stover presented a number of aesthetic bridge elements to gauge PAG and public preferences. A survey form was distributed to attendees to collect feedback.

### Color

- Peter Woodburn: What color do birds prefer?
- Carla Goins: A few years ago, we were told that the gold color was selected to deter birds.
- Aaron: At the Section 106 meeting, participants indicated a preference for the blue/gray color to match the existing.

### Portal Frames

- Kevin Watkins: Can we paint the 'M' in the portal so it stands out, emphasizing Madison and Milton?
- Aaron: The Section 106 consulting parties indicated a preference for the 'M' portal.

### Sway Bracing

- Kevin: Does the sway bracing compromise the structural integrity?
- Aaron: It makes the truss a little stiffer but can also reduce the overhead clearance. Either option would be safe and sound.
- John Staicer: Is there any difference in maintenance?
- Aaron: There is a small difference. The minimal bracing is higher so it doesn't get the salt spray in the winter. It also has fewer members that would need to be painted.

### Traffic Barriers

- Peter: What would break through a barrier?
- Aaron: Both the options presented are crash tested; they are the strongest level and are equally safe.
- David Pennybaker: How do the maintenance concerns compare?
- Aaron: The metal rails are better protected from salt spray but are probably going to cost more to maintain long term. Concrete can crack; either may require repair if a car hits it.
- Jim Juricic: Can you see the river as you drive along the bridge with the 45-inch barrier?
- Aaron: It depends on the vehicle. The open metal barrier would provide better visibility.

### Pedestrian Railing

- Aaron: The Section 106 parties preferred the simple railing.
- Peter: What is the height?
- Aaron: The figure in the graphic is an average size adult.
- Warren Auxier: Would the railing be on one or both sides?
- Aaron: The sidewalk is only on the downstream side of the bridge; the other side would just have the traffic barrier.

### Pedestrian Access Points

In Kentucky, curbs would be added south of the abutment to control access. The Coopers Bottom intersection would be improved for safety and have a marked crosswalk.

- Peter: People turning into the northern driveway to get to the Swifty gas station cause traffic problems.
- Aaron: The redesign will have a little vertical curve so you will be able to see better. The curve coming off the bridge would also be a little more gentle, even though that doesn't change the turn into the gas station.
- Peter: Can that be converted to an exit only?
- John Carr: The access could be changed, but we would have to purchase it from the station. That could be done at a later date.

In Indiana, a series of pedestrian switchbacks would provide access from the bridge to Vaughn Drive at Jaycee Park.

- Warren: Was there any discussion about continuing the sidewalk along Harrison Street?
- Aaron: The limited right-of-way available won't let us. In the future, right-of-way could be acquired and the sidewalk extended. At the time, it isn't planned.
- John Carr: This could certainly be addressed if and when the approaches are improved in a future project.
- Warren: It would pose a safety problem if people decide to hop the barrier and continue along Harrison Street into Madison.
- John Carr: We'll have to try to make sure that doesn't happen.
- Kevin: Does the narrower bridge section at the Indiana abutment narrow down to 20 feet?
- Aaron: It would be wider than it is today.
- John Staicer: The concrete barriers from the picture on slide 43 should extend the length of the bridge.

### Form Liner Pattern

The Section 106 parties preferred the ‘Ashlar Stone’ and ‘Drystack’ patterns but would like to see more research.

### Truss Pier Shape

- David: Do any of these change the weight or affect the strength?
- Aaron: There is a weight difference because the full taper (option 1) is more massive. They would all be designed to support the full load.

### Approach Pier Shape

- Aaron: The Section 106 parties liked the square piers but wanted to mimic the appearance of the existing Indiana land piers.
- Warren: If you were to mimic the existing piers, is it possible to use form liners?
- Aaron: It would be possible, but we heard at previous meetings to stay away from using them on the existing bridge components.

John Carr described the economic study. This included a survey of local businesses and economic modeling to determine construction impacts, impacts on local businesses, and changes in transportation costs. The project will generate almost 1,400 jobs in three years within Trimble (KY), Carroll (KY), and Jefferson (IN) Counties. At the same time, closing the bridge for one year will lead to the loss of around 517 to 620 jobs (with and without the ferry service, respectively). The mitigation measures discussed previously are intended to help reduce these losses.

- John Staicer: Can you explain what ‘medium’ scenario means?

John Carr: The model provided a high, medium, and low scenario; we presented the medium.

Tim Sorenson overviewed the ferry operations. Because this is a design-build project, the contractor will be given flexibility to find the most efficient operations. The project team will do enough design work to be sure the system works and to be able to get construction permits. There are a lot of decisions people can make – drive around using the Markland Drive, carpooling, taking the ferry, or going to another location on the same side of the river. Over the first few weeks that the bridge is closed, people will be figuring out which option works best for them. We assumed no one would wait more than an hour. Both ferry stations would have parking, queuing areas, and express lanes for high occupancy vehicles.

- Peter: Would the ferry accommodate pedestrians?

Tim: Yes.

- Neil Bryan: How will you keep people from backing up onto KY 36?

Tim: The intersection is designed to move people effectively. Ferry operators have systems to manage traffic; these specifications will go into the scope.

John Carr: We don’t know how the contract will be set up yet – an independent contract or part of the main construction contract.

Tim: One of the elements of the service is to provide helicopter for medical emergencies.

- Warren: Why did you choose a 24 car ferry?

Tim: This was based on loading/unloading times and river depths. We considered ferries that could accommodate anywhere from 15-30 vehicles.

- Kevin: What range of water levels can the ferry operate during?

Tim: Based on conversations with other operators on the Ohio River, there are about 3-4 days per year that they can't provide service. The contract will be set up with incentives to keep the contractor operating the ferry in all safe conditions.

Kevin: What degree of flood stage would be the threshold for safety?

Tim: At the ridge, the normal water elevation is about 422; the ramp could adjust to about up to 10 feet above that level or about 10 foot above normal pool

Brad: One of the other ferry operations is able to operate at up to 10 feet above normal pool. Wind was a bigger issue in that situation.

- John Staicer: How do people get to the Indiana ferry loading zone? We need to be sure traffic doesn't back up enough to affect the apartments or other businesses in the area.

Tim: We haven't discussed that in detail yet.

John Carr: Within the first few weeks, if there is a problem, we will reevaluate the traffic management situation.

- Jim: What size vehicles can the ferry handle?

John Carr: Passenger cars and panel trucks. Most two or possibly three axle vehicles would be able to cross.

- Nolan Hamilton: How many people/bodies could cross on the ferry without vehicles?

Tim: A lot. It depends on the type of ferry used. Some ferries can take up to 100 passengers.

- Nolan: Has anyone talked to the factories to see if the major employers can provide a shuttle for their employees?

Tim: There is a local group working to set up systems like that.

Tim identified potential construction staging areas: along the bridge in Kentucky and within Jaycee Park in Indiana. A temporary boat launch in Milton will be created downstream from the bridge to serve the public while the Milton Boat Ramp is unavailable. The park and boat ramp would be restored to their existing conditions or better after the construction is completed. Again, the actual locations selected for staging will be determined by the contractor.

- Warren: Did anyone discuss the proximity of the bridge with the ferry operators? If the vessel loses power, there's not much space to correct before they are in a construction zone.

Tim: There are few options available without acquiring additional right-of-way.

John Mettille identified the Section 4(f) resources that could be impacted by the project. Section 4(f) resources are publicly owned parks and recreational areas; these cannot be converted to transportation uses if other options exist. The bridge, Jaycee Park, Madison Campground, and the Milton Boat Ramp are protected by this regulation.

These issues and others will be discussed in the project's Environmental Assessment (EA) that will be available for review at the end of December. A public hearing to discuss the EA is

tentatively scheduled for January 14 at Milton Elementary School. The conclusion of the environmental process will be a “Finding of No Significant Impact” in late February if FHWA finds no major impacts will result from the project.

- John Staicer: When does WSA’s contract expire?

John Carr: Currently, we are contracted through June 30, 2010. We hope to get to the award of construction.

- Nolan: You are offering incentives for the contractor to finish early. Are there punishments if they don’t meet the schedule?

John Carr: Yes.

With no more PAG comments, a public comment period began.

- Joe Wentworth: How will the barge traffic work with the ferry?

John Carr: They will coordinate through radar.

- Joe: By the time you replace the superstructure, it will be cheaper to build on a new location and use the old bridge during construction.

John Carr: A new bridge on a new location costs 200 million or more.

Joe: You could apply the TIGER funding to build a new structure.

John Carr: To build on a new location, the states would have to buy right-of-way. This doesn’t fit into the deadlines for the TIGER grant.

Tim Foreman: Section 4(f) regulations also restrict where the bridge can go.

John Carr: If we don’t do something to the bridge in the next 8-10 years, it’s going to have to be closed.

Joe: It’s cheaper to buy right-of-way, relocate the parks, etc.

John Carr: There are strict legal guidelines governing the right-of-way acquisition process. There is no way to build on new right-of-way

- Dr Westall: This project has been planned since the 1980s. We’ve been promised a new bridge with an interstate connection for a long time. Building on the new piers locks us into the location where we are now and stagnates economic development. The economic impacts will be devastating. You should run a third ferry to Carrollton. You will cause at least five businesses in Milton to close. You can’t destroy Milton, even though it is a small town. We don’t like this option. We should be building for the 21<sup>st</sup> century - this is what the politicians promised. This bridge is in the past. You need to do a better job to save money and save jobs.

- Steven McAtee: I work for a living. I haven’t seen anything impressive on this project. It looks like the bridge will do more to hurt the historic communities than to help them. You will tear up the staging areas. Traffic will back up. How much did the animation cost to create?

John Carr: I don’t know.

Steven: It was impressive, but it was a waste.

With no further questions or comments from the public, the meeting was dismissed at 8:30 p.m. There were no comment forms submitted by the PAG or the Public during the meeting.

**PAG MEETING #8 ATTENDEES**

PAG Members

Agency	Member	Member Attended	Substitute	Sub. Attended
Auxier Gas	Warren Auxier	X		
Dow Corning	Bob McKinney			
EDP	Corey Murphy			
Farmers Bank	Neil Bryan	X		
Hanover College	Larry DeBuhr	X		
Historic Madison	John Staicer	X		
E-ON US	David Pennybaker	X		
Jefferson Co. EM	Dave Bell			
King's Daughters	Roger Allman	X		
Madison Bicycle	Rick Lostutter			
Madison Chamber	Kevin Watkins	X		
Madison Public Works	Randy Eggenpiller	X		
Milton Fire	Ronnie Barnes	X		
Inland Marine	Robert Nolan			
Tandy's Trucking	Bruce Tandy			
Trimble Fiscal Court	Nolan Hamilton	X		
Trimble Historic	Nathaniel Adams			
Woodburn, Kyle	Peter Woodburn	X		
Riverside Produce	Kenneth McCoy		Justin McCoy	X
Regatta & Citizen	Sue Fisher	X		
Overton Farms & Citizen	Jim Overton	X		
Citizen	Carla Goins	X		
Citizen	Ann Grahn	X		
Citizen	Jim Juricic	X		

Project Team

Name	Organization
Andy Barber	KYTC
Andrea Clifford	KYTC
Tim Foreman	KYTC
Kevin Hetrick	INDOT
John Carr	Wilbur Smith Associates
John Mettille	Wilbur Smith Associates
Rebecca Thompson	Wilbur Smith Associates
Tim Sorenson	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Aaron Stover	Michael Baker Jr. Engineers
JB Williams	Michael Baker Jr. Engineers
Greg Stiles	Michael Baker Jr. Engineers
Kathy Francis	Doe Anderson

Public Attendees

Name	Organization
Dr. L. E. Westall	Milton Chiropractic
Pete Backus	Madison City Council
Denny C. Jackson	Mayor of Milton
Steven McAtee	
Tracy Keller	
Gladys Henson	
Sara Denhart	Madison Courier
Phil Mullins	
Casey Bloos	WORX Radio
Phyllis McLaughlin	Trimble Banner
Joe Wentworth	