



MEETING SUMMARY
MILTON-MADISON BRIDGE PROJECT
PUBLIC MEETING #2
Open House – May 19, 2009
Online Forum – June 2, 2009

Open House – May 19, 2009

The Milton-Madison Bridge Project team held the second public meeting for the project on May 19, 2009 at the Broadway Hotel Livery Stable in downtown Madison, IN. A total of 37 public attendees signed in at the meeting. An additional 10 project team members were present, including KYTC, INDOT, and consultant staff. A list of meeting attendees is attached.

The meeting format was an all-day Open House from 10:00 a.m. to 7:00 p.m. The public was invited to stop in throughout the day to review project information and ask questions of the project team.

The Livery Stable was set up with three information stations: Location Alternatives, Bridge Type Selection Step 1, and Section 106. Project team members were available at each station to answer questions and provide information. Survey forms were provided for input on the Location Alternatives and the Bridge Type Selection results. Contact information was provided for parties interested in joining the Section 106 process. A station for recording oral comments was also provided at the meeting, although none of the attendees requested a recording.

Two Location Alternative surveys and one Bridge Type survey were returned at the meeting. One additional Location survey was returned within the two week comment period following the meeting. It is important to note that the survey forms were intended to gauge preferences of those reviewing the meeting materials, and were not intended to be public voting mechanisms. A summary of the survey comments received included the following:

Location Alternatives

- Tiber Creek (Alt. 9/10) looks promising.
- For Canip Creek (Alt. 11/12), move the southern landing of the bridge to the east side of Canip Creek to get a better route to connect 421 on the hilltop of Milton. This will have the least impact on the City Park, the church and several residents. This hilltop connection would have less impact than going up School Hollow.
- Take into consideration the economic damage that building on the same piers would do. There are not enough ferries in the state to carry the 10,000 vehicles that cross this bridge every day. Also we keep hearing it has to be out of the flood plain. This seems like we are spending money we don't need to. There is no way to get KY 36 out of the floodplain and it has only been over the road twice in my lifetime since 1946 for a period of a couple of weeks.

Bridge Type

- Arch 04 is preferred with a light gray color.

The survey forms will be included in the public meeting notebook and as part of the project record.

PUBLIC MEETING #2 ATTENDEES – OPEN HOUSE

PAG Members

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

Project Team

| Name | Organization |
|-----------------|-----------------------------|
| Andrea Clifford | KYTC |
| Tim Foreman | KYTC |
| Mary Jackman | INDOT |
| Jim Ude | INDOT |
| John Mettille | Wilbur Smith Associates |
| Tim Sorenson | Wilbur Smith Associates |
| Samantha Wright | Wilbur Smith Associates |
| Aaron Stover | Michael Baker Jr. Engineers |
| JB Williams | Michael Baker Jr. Engineers |
| Kathy Francis | Doe Anderson |

Other Attendees

| Name | Organization |
|------------------|--------------------------|
| Michael Beard | American Engineers, Inc. |
| Tim Armstrong | Mayor of Madison |
| Colleen Burdette | |
| Sandy Bruns | |
| Sue Steph | |
| Walter Perry | |

| | |
|-------------------|----------------------------|
| McKay Burdette | |
| Chris Hertz | |
| Barbara Hertz | |
| Chris Cutshall | Local 631 |
| Ken Ritchie | Madison Courier |
| Joe Wentworth | |
| Wayne Beard | Old Town Family Restaurant |
| Linda Lytle | MACVB |
| Doug Herberle | QK4 |
| Link Ludington | 106 |
| Frank Gunter | |
| Gary Burdette | |
| Rodney Booth | |
| Harold Dixon | |
| Vickie Young | |
| PM Cunningham | |
| Konnie McCollum | |
| Patty Jackson | |
| Maggie Balough | |
| Eric Newman | EDS |
| John Hillery | |
| Stephen Allen | |
| David Garwood | |
| R Hartsaw | |
| Darrell Henderson | |
| Danny Henderson | |
| Thevenow | |
| Ben Quinn | American Engineers, Inc. |

Online Forum – June 2, 2009

The Milton-Madison Bridge Project team held an Online Forum as part of the second public meeting for the project on June 2, 2009. Two sessions were held for the Forum: 12:00 to 2:00 p.m. and 7:00 to 9:00 p.m. The public was able to access the Online Forum through the project website: www.miltonmadisonbridge.com.

The following members of the project team were available to answer questions from the public during the Forum:

Project Team

| Name | Organization |
|-----------------|-----------------------------|
| Gary Valentine | KYTC |
| Andy Barber | KYTC |
| Tim Foreman | KYTC |
| David Waldner | KYTC |
| Ben Lawrence | INDOT |
| John Mettelle | Wilbur Smith Associates |
| Rebecca Ramsey | Wilbur Smith Associates |
| Tim Sorenson | Wilbur Smith Associates |
| Samantha Wright | Wilbur Smith Associates |
| Aaron Stover | Michael Baker Jr. Engineers |
| Kathy Francis | Doe Anderson |

A total of 89 users accessed the site during the Forum (including the project team). A transcript of the conversation is attached to this document.

Milton-Madison Bridge Project Forum

(06/02/2009)

- 10:48 MM Bridge Project:** The live forum begins at noon.
- 10:51** [Comment From Milton Madison Team]
Welcome
- 10:53** [Standby] Please join our live forum starting at noon.
- 11:58 MM Bridge Project:** Hello and welcome to the Milton-Madison Bridge Project live forum.
- 12:03 MM Bridge Project:** If you have any questions or comments, please feel free to enter them now.
- 12:06** [Comment From Carol Legard]
Hi. I'm with the Advisory Council on Historic Preservation. Just checking in to see what is happening with the project. I have not yet participated in a meeting or webinar, so can you fill me in on who are the intended participants in this forum?
- 12:07 Milton Madison Team:** This is a live forum for anyone.
- 12:08** [Comment From Waldner/Foreman]
When do you anticipate the completion of the pier study relating to the Super-structure replacement alternative?
- 12:08 Milton Madison Team:** The Report should be complete by the end of June.
- 12:09 Milton Madison Team:** Once the technical content of the report has been reviewed, the results will be posted to the project website.
- 12:10 Milton Madison Team:** All of the project documents are available on the website.
- 12:11 MM Bridge Project:** [PROJECT DOCUMENTS](#)
- 12:11 MM Bridge Project:**

Do you have any questions you would like to ask about the project?
- 12:12 MM Bridge Project:** We have members of the project team standing by to answer your questions.
- 12:14 Milton Madison Team:**

The Project Team recently recommended four location alternatives for further study. Here is a link to the bridge location page:
- 12:14 MM Bridge Project:** [Bridge Location page](#)
- 12:17** [Comment From Steve Eaglin]
I don't want to ask redundant questions but I've missed the past meetings in Madison. Has there been any discussion, pro or con, concerning the 4 location alternatives?
- 12:17** [Comment From Corey Murphy]
When will the recommended alternatives for further study be finalized?
- 12:18 MM Bridge Project:**

Steve, Corey - the team is working on answering your questions now.
- 12:19 Milton Madison Team:**

Steve: The 4 alternatives were presented to the Project Advisory Group in April and to the public in May. We have received comments on the the 4 alternatives, and the public comment period is open through June 5. We will post a summary of the comments at that time.

12:19 Milton Madison Team:

Corey,

We expect all comments to be received by June 5th. Upon review of those comments and in consultation with both states and FHWA the alternatives for detailed study should be finalized by the middle of June.

12:20 [Comment From V. Young]

"location alternatives"...a misnomer, is it not, since there are only really two alternative locations being looked at. For now, let's assume the pier study says everything looks fine, then what happens? How long will it take to confirm we can rebuild a bridge?

12:22 MM Bridge Project:

Standby V, we'll have your answer shortly

12:22 Milton Madison Team:

V: The Pier Report should be complete at the end of June. If the Report shows that the piers are OK, this alternative will move forward along with the other 2 locations for detailed analysis in the NEPA process.

12:22 [Comment From V. Young]

thank you

12:23 Milton Madison Team: NEPA is the National Environmental Policy Act.

12:23 [Comment From Steve Eaglin]

Thank you. I understand a lot will depend on the results of the pier study. Is it safe to assume that the "do nothing" alternative can be ruled out?

12:24 MM Bridge Project: The Do-Nothing option would include minor repairs until the bridge is closed at the end of its life (estimated to be around year 2020-2025). There is no major rehabilitation of the bridge in this option. The Do-Nothing is not a realistic option, but is our baseline for comparison as required by federal environmental law.

12:25 MM Bridge Project: Anyone else have a question for the team?

12:26 [Comment From V. Young]

How important is public input at this point in the overall scheme of things?

12:26 Milton Madison Team:

V: The approach to this project was designed around input from the public.

12:27 Milton Madison Team: V: The location alternatives have been revised based on input from the PAG members, public, and resource agencies involved with the project.

- 12:27** [Comment From Steve Eaglin]
Thank you. I gave some of my comments at one of the previous meetings in Milton. Since my wife & I live 2 lots east of the existing bridge, we are hoping that a new bridge is not built on the existing piers.
- 12:28** **Milton Madison Team:** V: The project team plans public meetings and events in the hope that we will get as much input as possible.
- 12:28** **Milton Madison Team:** Steve: Thank you for your comment.
- 12:29** [Comment From V. Young]
My understanding is that some of the input was based on certain parameters, insofar as where a connection to the hilltop MIGHT be in the future, which could be a long time. Is everyone still happy with that?
- 12:30** **MM Bridge Project:**

Standby V.
- 12:31** **Milton Madison Team:** The hilltop connection is a secondary consideration in our purpose and need document. The alternatives under consideration do not preclude a future link. Here's a link to the purpose and need:
- 12:31** [Comment From Corey Murphy]
In addition to Federal Highway, INDOT, KYTC, what other agencies will need to sign off on the final NEPA document?
- 12:31** **MM Bridge Project:** [Draft Purpose Need](#)
- 12:31** [Comment From V. Young]
thank you
- 12:32** **MM Bridge Project:**

Hang on, Corey. We'll have your answer in just a minute.
- 12:32** [Comment From alycia brewer]
is the bridge going to come thru milton
- 12:34** **Milton Madison Team:** Alycia, Yes, the three alternatives under consideration will be going through Milton. Here is a link to the Bridge location page.
- 12:34** **MM Bridge Project:** [Bridge Location page](#)
- 12:37** [Comment From alycia brewer]
thank you
- 12:37** **Milton Madison Team:** Corey: KYTC, INDOT and FHWA are the only signatories. The agencies that would adopt the NEPA document would be the National Park Service, Coast Guard and the Corps of Engineers.
- 12:38** **MM Bridge Project:**

Any more questions for the team?
- 12:39** [Comment From Corey Murphy]

Is adoption by all three a requirement to move onto the next stage? What is the next stage? Thanks!

12:41 MM Bridge Project:

Good question, Corey. Standby for an answer.

12:41 Milton Madison Team:

Corey: No, adoption is not required for the project to move to the next stage at the conclusion of NEPA. The next stage would be final design, right-of-way acquisition, utility relocation, and any permitting.

12:44 [Comment From Corey Murphy]

Are those steps typically bid on one contract or separated out?

12:45 Milton Madison Team: Corey: Each phase is typically handled separately by either in-house staff or by contract with a consultant.

12:46 Milton Madison Team: The Project Team has completed a general Environmental Overview of the project area:

12:47 MM Bridge Project: [Environmental Overview](#)

12:47 Milton Madison Team: The Project Team will be in the field throughout the summer working on detailed studies of the recommended corridors.

12:50 MM Bridge Project: You're always welcome to attend our Project Advisory Group (PAG) meetings. The next one will be held in July.

12:51 [Comment From Konnie McCollum]

Has the field work already begun or if not, when will the field experts get started?

12:51 Milton Madison Team:

Konnie: The Project Team has started some field work.

12:53 [Comment From Konnie McCollum]

If for some reason the alternative locations turn out to be problematic due to some environmental issue, do we go back to the drawing board and start all over again with location preferences? Would that delay the project considerably?

12:53 MM Bridge Project:

Good question, Konnie. Standby for your answer.

12:55 [Comment From Konnie McCollum]

If the piers are found acceptable for a possible superstructure replacement, then what happens with that alternative choice? What I mean is, does an environmental study need to be completed of that location even though the bridge is already there?

12:56 [Comment From Corey Murphy]

Is there funding identified in the KYTC/INDOT Highway Plan for final design? Overall, how are the project development costs and construction shared among KYTC, INDOT and FHWA?

12:56 Milton Madison Team: Konnie: The recommended corridors are based on the best available

information that we have at this time. The detailed studies this summer will help us confirm what we know and provide additional information.

12:57 [Comment From Konnie McCollum]
Will this chat log be available later at the website?

12:58 MM Bridge Project:

Yes, Konnie. Once both sessions are finished, a transcript of both events will be posted on the Web site.

12:58 Milton Madison Team: Corey: I will look up the funding for you in the new 6-year plan. A Bi-State agreement will have to be prepared between KYTC and INDOT beyond the preliminary engineering and environmental phase, which will discuss the cost-sharing responsibilities.

12:58 [Comment From Waldner/Foreman]
Addressing the problematic alternatives question, we would adjust the alignment in an attempt to minimize the impact and then explore appropriate mitigation measures before going back to the drawing board.

12:59 Milton Madison Team: Konnie: Yes an environmental study will be completed on the existing alignment as we know there is a falcons nest on the bridge. Additionally, the approaches would need to be studied

1:04 MM Bridge Project:

Anyone else have a question for the project team?

1:05 [Comment From Konnie McCollum]
Rumors have swirled that there is not a chance a new bridge could be under construction before 2020, or even 2017 at the very earliest. Are those realistic dates or is there a possibility we could see construction begin much earlier?

1:07 Milton Madison Team: Konnie: The NEPA process is scheduled to be completed in mid-2010. Construction can begin anytime after that pending funding availability and completion of final design.

1:08 [Comment From Konnie McCollum]
How long does a typical bridge project such as this take for a completion of final design once the NEPA process is finished?

1:08 [Comment From Corey Murphy]
What is a typical length of time for final design, right of way acquisition, utility relocation to occur?

1:09 Milton Madison Team: Corey: INDOT has \$10 million set aside in their funding plan for the project. KYTC has about \$40 million shown in the last 4 years of the new 6-year highway plan which will still have to be approved by the legislature early next year. The Kentucky legislature website is <http://www.lrc.ky.gov>.

1:10 [Comment From Corey Murphy]
Thanks. It appears that we need to find some more money!

1:11 Milton Madison Team: Konnie and Corey: Final Design, Utilities and Right-of-Way Acquisition is dependent on the corridor picked. Typically we would expect this to take between 2 to 4 years.

- 1:12** [Comment From Konnie McCollum]
What is a realistic ballpark figure for a project such as this expected to cost?
- 1:13** **MM Bridge Project:** The current tasks are to select a bridge location and identify a bridge type. We need this information to estimate the cost of a new bridge. A cost estimate for the remaining alternatives will be developed in the near future. This information will be posted on the Milton Madison Web site when it becomes available.
- 1:13** **Milton Madison Team:**

Konnie: For a project of this size, a ballpark figure would be from \$100-200 million.
- 1:14** **Milton Madison Team:** Konnie: This ballpark figure includes the approaches, as well as the bridge.
- 1:14** [Comment From Konnie McCollum]
Are project consultants happy with the level of public input on the project to date?
- 1:15** [Comment From Corey Murphy]
Now that the federal American Recovery and Reinvestment act (aka Stimulus) has been out for awhile.... what impact (if any) does it have on this project?
- 1:16** **Milton Madison Team:**

Konnie: Yes, we have received great input from the public to this point. We have been able to use public input to shape the location alternatives as well as the bridge aesthetics.
- 1:16** **Milton Madison Team:** Corey: There are no funds allocated from the stimulus package of either state
- 1:18** **MM Bridge Project:**

Project managers are standing by to answer your questions.
- 1:18** [Comment From Konnie McCollum]
Is there any way to speed up the final design, utility and right-of-way process to less than 2-4 years? What takes so long with this part of the project?
- 1:19** **Milton Madison Team:** Konnie: Both states recognize the importance and the condition of the bridge. We will do everything we can to expedite this process.
- 1:20** [Comment From Link Ludington]
Has there been any estimate made of the amount of mitigation funds that could potentially be made available (if any) to another entity that might be interested in taking over the existing bridge for redevelopment in the event that it is abandoned by KTC? Also, if there were an interested entity, what sorts of parameters would there be for evaluating the eligibility of the entity and the viability of such an endeavor?
- 1:20** [Comment From Konnie McCollum]
As far as public input, has any of what the public wants been a complete surprise, or has any particular part of the public input been more valuable than what you had originally hoped for?
- 1:21** **MM Bridge Project:** Standby, Konnie.
- 1:24** **Milton Madison Team:** Konnie: There hasn't been a complete surprise but the Canip Creek

alternative has been driven very heavily by input through our public involvement process. What has been greatly appreciated is the continued input from the local officials and the PAG members to help keep this project on track.

1:24 Milton Madison Team: Link: We do not know what the impacts of the project are at this stage to establish the appropriate level of mitigation.

The existing location has not been ruled out at this stage, therefore we have not considered what may happen with the existing bridge if we construct at a new location.

1:27 [Comment From Konnie McCollum]

Madison seems to have a larger-than-normal share of historic sites than most communities. Do you see the 106 process as becoming more lengthy than in other projects, or does largely depend on cooperation between 106 interests and other project members?

1:28 MM Bridge Project:

Good question, Konnie. We're working on an answer. In the meantime, for those of you who want more information on Section 106 - see the next entry.

1:28 MM Bridge Project: The purpose of Section 106 is to balance historic preservation interests with the needs of federally funded projects. It is part of the National Historic Preservation Act (NHPA). To join the project as a Section 106 Consulting Party, please contact Greg Rawlings at the Federal Highway Administration (FHWA). He can be reached at (502) 223-6728 or via email at gregory.rawlings@fhwa.dot.gov.

1:30 [Comment From Corey Murphy]

What are the requirement(s) to join as a Section 106 Consulting party?

1:30 Milton Madison Team:

Konnie: Because the existing bridge is in poor condition, the project team has made an effort to expedite the process with sensitivity to the historic communities. We hope that our earlier than normal coordination with the Section 106 parties has created good working relationships.

1:32 MM Bridge Project: Corey - Anyone can apply. But if you want more specific information. Check the Advisory Council on Historic Preservation's Web site. We'll have that for you in a minute.

1:33 MM Bridge Project: ACHP website: <http://www.achp.gov/work106.html>

1:33 [Comment From Konnie McCollum]

Because the bridge is in such poor condition, wouldn't it seem almost totally unrealistic for a private party to be able to take over the maintenance and operation of the bridge should it be decided to build at an alternative location unless that private party had unlimited funding? Is there any way to estimate what the yearly cost to keep the bridge safely maintained would be?

1:35 MM Bridge Project: Funding would be an issue for any entity. What those costs are would have to be determined in the future.

1:36 [Comment From Link Ludington]

In the event that building on the existing piers is ruled out, would evaluation of any proposal for possible re-use of the old bridge by another entity likely be a direct result of the Section 106 process? Is anyone aware of other situations in which such a plan has been successful in similar circumstances?

- 1:36** [Comment From Don Heiderman]
What will the proposed width of the new structure be in comparison to the existing bridge?
- 1:37** **MM Bridge Project:** Thanks for your questions. We have team members typing your responses now.
- 1:37** **Milton Madison Team:** Don: It will be wider for all of the the recommended alternatives. How much wider will be determined as part of this process
- 1:37** [Comment From Corey Murphy]
Is there funding available for this project from the National Park Service or other historic preservation related agency due to Madison's NHL Designation?
- 1:39** **Milton Madison Team:** Corey: All funding opportunities will be pursued. We will look into possible NPS funding.
- 1:40** [Comment From John Schuring]
From a maintenance standpoint, doesn't it make sense to build a prestressed concrete super structure rather than anything with exposed steel to paint and maintain?
- 1:40** **Milton Madison Team:**

Link: This would typically be a condition of an Memorandum of Agreement (MOA). Any proposals for taking over the bridge would be considered by KYTC after the 106 process has been completed. The Purple People Bridge in northern Kentucky is one example of a bridge of this magnitude. The Project Team is not certain how this arrangement was made.
- 1:41** **MM Bridge Project:** Good question, John. A team member is working on an answer for you.
- 1:44** **Milton Madison Team:** John: Good Question. Typically steel does require more maintenance especially when the steel is above deck and exposed to the elements such as in the existing truss. We will be considering concrete bridge alternatives as we go forward for some of the options. Maintenance will be considered in the evaluation of the bridge alternatives.
- 1:45** **MM Bridge Project:** We have 15 minutes left in this live question and answer session. Please feel free to submit your questions now.
We will have a second session tonight from 7-9 p.m.
- 1:48** [Comment From Link Ludington]
If a new bridge were to be built on the existing piers, what would be the most likely elements of a mitigation plan to offset the demise of the old bridge structure?
- 1:49** **Milton Madison Team:** Link: The 106 process will determine the appropriate mitigation measures if the existing location is used.
- 1:52** [Comment From Konnie McCollum]
Are there any examples of prestressed concrete superstructures in this region? How can concrete be less maintenance than steel?
- 1:54** **Milton Madison Team:** Konnie: Give us a chance to investigate this and we will answer this question in tonight's session.
Concrete can be less maintenance than steel, because steel requires more frequent painting.
- 1:56** [Comment From Amanda Abner KYTC]
To Link: I just wanted to add that mitigation measures will be specified in a Memorandum of

Agreement that will be developed in consultation with FHWA, KYTC, INDOT, and the KY and IN State Historic Pres. Offices and other appropriate parties. This will occur after the 106 documents have been reviewed and concurrence received from all agencies. Potential mitigation options may include documentation of the existing bridge and various offsite projects to be determined, but this will not be known until we are further along in the 106 process and an alternative is selected and studied for impacts. Consulting parties will have input when mitigation options are considered.

1:56 [Comment From Konnie McCollum]

Okay. Thanks. But doesn't concrete require patching for when it cracks? Or is that part of the "pre-stressing?" I am not an engineer, so it just doesn't seem that concrete could be as strong as steel.

1:57 **MM Bridge Project:** Standby, Konnie. We'll have an answer shortly.

2:03 **Milton Madison Team:**

Konnie, all concrete cracks, prestressing helps to keep those cracks closed. Both materials are strong enough to be used in a bridge over the Ohio river. Your earlier question dealt with local examples of Prestressed bridges, two come to mind in the near area one in Pomeroy, Ohio and Toledo Ohio, both of which are concrete cable stay structures.

Pre-stressed concrete girder bridges are typically used for shorter spans than we are considering here.

2:04 **MM Bridge Project:**

Our thanks to all of you for participating in this first live question and answer session. The Milton-Madison team will be back once again tonight to answer your questions from 7-9 p.m.

2:05 [Standby] Join us tonight from 7-9 p.m. for another live session.

6:33 **MM Bridge Project:**

Our live forum starts again at 7pm.

7:01 **MM Bridge Project:** Welcome back, everyone! We have several managers from the Milton-Madison Bridge Project standing by to answer your questions.

7:01 **MM Bridge Project:**

At our earlier session today we fielded some relevant questions from participants. Among other topics, we talked about the recommended location alternatives, public funding and budgets, the status of the existing bridge and historic resources.

7:06 **MM Bridge Project:**

The Project Team recently recommended four location alternatives for further study. Here is a link to the bridge location page:

7:06 **MM Bridge Project:** [Bridge Location page](#)

7:10 **MM Bridge Project:**

Of the fourteen original alternatives, the following were recommended for detailed study:

1) Superstructure replacement

- 2) A hybrid of alternatives 9 and 10 at Tiber Creek
- 3) A hybrid of alternatives 11 and 12 at Canip Creek
- 4) Do nothing - as required by federal law, this alternative remains to provide a baseline for comparison of other alternatives.

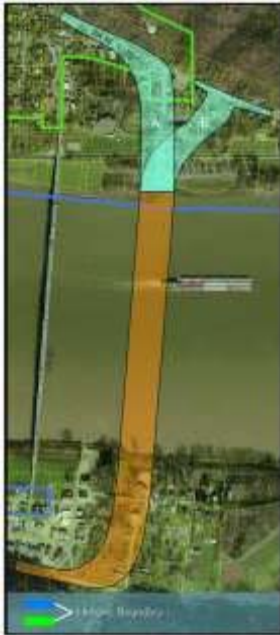
7:11 MM Bridge Project: Anyone have questions for the Milton Madison Team?

7:12 Milton Madison Team: The Recommended Alternatives are under review by the resource agencies and are open to public comment through this Friday, June 5th.

7:16 MM Bridge Project:
Once a final determination is made on the recommended alternatives, a full environmental study will be conducted to determine what impact each alternative might have on the human and natural environments.

7:18 Milton Madison Team: Here are maps of the two recommended alternatives that are on new alignment: Tiber Creek and Canip Creek:

7:18



7:19 Milton Madison Team: The first map is the Tiber Creek alternative.

7:19



7:19 **Milton Madison Team:** The second map is the Canip Creek alternative.

7:20 **MM Bridge Project:** We have several project managers standing by to answer your questions.

7:21 [Comment From V. Young]

OK, I guess I will start things off for you guys. Good Evening. In light of the recent courthouse fire on May 20th, has anyone from the bridge committee talked with courthouse officials about the availability of records? Won't lack of records pose some difficulty for fair and equitable research capabilities for all 106 parties, especially considering when I attended your open house on the 19th I was told I was already ahead of any research done thus far, and that was just before the fire. I understand there is a records meeting tomorrow at 4PM.

7:22 **MM Bridge Project:**

Thanks for kicking things off, V. We'll have an answer for you shortly.

7:23 **Milton Madison Team:** V: Thanks V. for posting a question! There are multiple sources of information that we can use at this stage. It is an unfortunate loss of records and we were sorry to see this happen.

7:26 **MM Bridge Project:** Any other questions for the project team?

7:26 [Comment From V. Young]

Would you care to elaborate on those records, please?

7:27 [Comment From Pam Newhouse]

I understand that if the new bridge is constructed on the piers of the present one it would be closed for a considerable time. If this option is chosen has any thought been given to

7:27 [Comment From Pam Newhouse]

been given to having a ferry used for crossing the river?

- 7:27 MM Bridge Project:** Standby, Pam. We'll have your answer in just a minute.
- 7:27** [Comment From V. Young]
For instance, If many of the older vital statistics records have been destroyed, how does one establish a credible archaeological dig in an area where there are historical accounts of there having been a cemetery?
- 7:28 Milton Madison Team:** Pam: Yes, we will investigate the use of a ferry during the closure.
- 7:28 Milton Madison Team:** V: Our cultural resource professionals have many sources for archival information. Examples would be local universities, libraries, local historic groups, family research, and previous projects in the area. During the Eligibility Process, we hope to gather additional information from the 106 parties.
- 7:30** [Comment From Pam Newhouse]
That would be good! Because having to cross over at L'ville or the Markland Dam in order to lay flowers on family graves in Moffett Cemetery would be a bummer :-)
- 7:31** [Comment From V. Young]
Is talking with present owners about neighborhood or family histories part of your proposed research, and if so, when will this occur?
- 7:32** [Comment From Pam Newhouse]
it looks as if the only option that would not impact Milton would be to use the existing bridge site, right?
- 7:32 Milton Madison Team:** V: We do have some copies of historic mapping, including cemeteries. If available historic mapping shows cemeteries, there are methods that can be used to determine if gravesites are still present.
- 7:33 Milton Madison Team:** V: The project will include interviews with property owners. This should take place this summer.
- 7:34 Milton Madison Team:** Pam: All the recommended alternatives would impact Milton in some way. We will provide details of all the impacts later on in the summer.
- 7:37 Milton Madison Team:** 7:35 [Pam Newhouse]
So how do folks in Milton feel about the project? I assume there has been plenty of discussion there.
- 7:37 Milton Madison Team:**
7:36 [V. Young]
Approximately how far in either direction of the bridge and/or approaches would the roadway need to be altered or reconfigured on the Indiana side? I ask this because both the Canip Creek and Tiber Creek options would both bring 100% of bridge traffic to Route 56 which, at present, has nine-foot wide lanes and a sidewalk (with no buffer) on either side of the street. Seems to me you'd need to take out quite a chunk of current properties to accommodate these two options, so would that mean eminent domain or property acquisition and subsequent destruction of those buildings? Many buildings (on Park Avenue/Route 56 on the Indiana side) are right at the sidewalk. BOTH of the alternatives involving Route 56 impact my neighborhood.
- 7:38 Milton Madison Team:** Pam: That is why we are undertaking this process. We have been getting feedback from many different people/groups.
- 7:40 Milton Madison Team:** V: The replacement of the bridge and the level of work on the approaches will be considered as part of the project, but will not correct all of the problems on both sides of the river. These questions will be answered as we move forward with the more detailed

studies.

7:41 Milton Madison Team: We are having minor technical problems. If you get disconnected from the forum, please try back in a minute or two.

7:45 [Comment From Pam Newhouse]

I am worried about funding. I know that KY is struggling financially and that state would have to bear quite a burden. Also, I know that these preliminary feasibility plans are necessary, but I hope that by the time the planning is done, there is money left for the project. (I'm trying to be funny, or sarcastic; I'm serious.)

7:45 [Comment From taxpaying citizen]

As someone who crosses the bridge twice a day just to go to work, I am not only interested in the development of the new bridge but the safety of the current. It would appear to me, and anyone who travels this bridge frequently, that this law is not being enforced. I rarely see a DOT officer on the Ky. side and have never seen a DOT officer on the Indiana side of the bridge. However, I have seen several trucks crossing that I know exceed the weight limit. I understand this might not be the proper forum for my concern, perhaps you can give me a contact to email/call.

7:46 Milton Madison Team: Pam: Thank you for your comment.

7:48 Milton Madison Team:

Taxpaying Citizen: Please contact the KYTC Public Information Officer - Andrea Clifford - about this. She will know the appropriate contact person. Her phone number is 502.210.5403

7:49 [Comment From Corey Murphy]

Good evening... What is the shelf life (expiration date) of an approved NEPA document?

7:50 MM Bridge Project:

Hi Corey, Standby and we'll have an answer for you in just a minute.

7:50 [Comment From taxpaying citizen]

Thank you

7:52 Milton Madison Team: Corey: NEPA documents are reevaluated prior to the authorization of funds at major project milestones (i.e., going from design to right-of-way, and from right-of-way to construction).

7:52 [Comment From Corey Murphy]

Is the repair work (as a result of the fracture critical) on schedule to start in July?

7:53 Milton Madison Team: Corey: The repair work is on schedule for July.

7:54 MM Bridge Project: Anyone else with a question for the team?

7:59 [Comment From Trish]

What will be the expected lifespan of the new bridge?

7:59 [Comment From Pam Newhouse]

Do you plan to have these online live forums regularly?

7:59 Milton Madison Team: Trish: The lifespan will be between 75 and 100 years.

7:59 MM Bridge Project:

Good questions. Team members are writing answers now.

8:00 [Comment From V. Young]

I found your open house to be helpful, having the one-on-one conversations allowed me the opportunity to ask questions I might not have thought of under other circumstances. Do you feel that it was productive for the team?

8:00 Milton Madison Team: Pam: At this time we do not have a plan to do these regularly. If we get good feedback, we will consider using it again.

8:03 Milton Madison Team: V: The Open House format was intended to facilitate this type of interaction. The project team enjoyed seeing the information you have collected about your property's history. Please feel free to contact the project team members at any time you would like to have one-on-one discussions.

8:04 [Comment From Trish]

Who will be responsible for the preservation of the bridge after it is completed, KY or IN?

8:05 Milton Madison Team: Trish: Do you mean the maintenance of the new bridge structure?

8:05 [Comment From Trish]

Yes.

8:05 Milton Madison Team: Trish: KYTC and INDOT will enter into a bi-state agreement for maintenance of the new bridge. This agreement has not yet been made.

8:09 MM Bridge Project:

You might see some of our field crews around Milton and Madison this summer. They'll be in the area collecting samples, doing field documentation and conducting on-site testing. Our crews will be studying the potential impact on everything from aquatic life and wetlands to endangered species and water quality.

8:11 MM Bridge Project: Project team members are standing by to answer your questions. Feel free to jump in with your question.

8:12 [Comment From Marla Thompson]

The repair work that is scheduled to start in July, how long is going to take to complete?

8:13 MM Bridge Project: Hi Marla. Thanks for your question. We'll have your answer shortly.

8:13 Milton Madison Team: Marla: This project team is not overseeing the repair work, but we will post information about the repairs to the project website. We are not sure what the schedule for the work will be.

8:14 [Comment From Pam Newhouse]

Will this repair work impact bridge traffic in any way?

8:16 [Comment From Pam Newhouse]

Will large trucks be prohibited on the existing bridge until a replacement is completed?

8:16 Milton Madison Team:

Pam: There will likely be temporary lane closures during the repairs. Please contact Andrea

Clifford for more information about the repair work. (502) 210-5403.

8:17 Milton Madison Team: Pam: After the repair work is completed this summer, there will be a full in-depth inspection of the structure. At this time, a reevaluation of the weight restriction will determine whether or not the bridge will remain posted at 15 tons.

8:18 [Comment From Pam Newhouse]
I have no more questions - thanks for your time!

8:18 Milton Madison Team: Pam: Thank you for participating!

8:21 MM Bridge Project:

Anyone else have a question?

8:26 [Comment From taxpaying citizen]
Why has there been such a delay on all the current "studies" when it's been common knowledge that this bridge would need to be rebuilt for the last 10 years?

8:28 MM Bridge Project:

Standby, we'll have your answer shortly.

8:31 Milton Madison Team:

Taxpaying Citizen: When the last repair work was done on the bridge in the late 1990s, we knew that it would last about 10-15 years. The current study began about this time last year, and was planned to follow-up on the previous repair work. Hopefully, at this time next year, the NEPA process will be complete and we can move forward with the remaining phases leading up to the construction of the selected alternative.

8:37 MM Bridge Project: We still have about 20 minutes left to take your questions.

8:38 [Comment From V. Young]
Will there be any artist's conceptions of possible areas of impact, insofar as viaducts or earth berms, landscaping, etc, as things progress?

8:39 MM Bridge Project: Good question, V. We'll have an answer in just a minute.

8:40 Milton Madison Team: V: There will be renderings that will show what the bridge alternatives would look like in the selected location.

8:45 MM Bridge Project: We still have about 15 minutes left to answer your questions.

8:45 [Comment From TKeller]
You mentioned that you will be contacting property owners this summer - my home will be effected by both Tiber and Catnip Creek options - how will you contact us via phone, mail?

8:47 MM Bridge Project: Thank you for your question, TKeller. We'll have your answer in just a minute.

8:48 Milton Madison Team:

TKeller: The first contact will be a letter to all property owners in the study areas. We will follow up the letter with a direct contact by phone or email before we access private properties for data collection and detailed studies.

- 8:48** [Comment From taxpaying citizen]
Thank you. I'm not a civil engineer and I know I don't have an understanding of the proper procedures needed to undergo such a project, however I know when my home and/or vehicle needs maintenance and I don't delay this as it might endanger my family. This project has been delayed far too long and could possibly cost both states far more than just historical land, endangered species, or any monetary value.
- 8:49** **Milton Madison Team:** Taxpaying Citizen: Thank you for your comment. KYTC and INDOT understand the importance of this project.
- 8:52** [Comment From TKeller]
MMT - Thanks for your answer and for giving us another opportunity to learn about the project and ask questions. As you can imagine, the thought of losing our home is very distressing.
- 8:53** **Milton Madison Team:** TKeller: Thank you for participating!
- 8:54** **MM Bridge Project:** We have about 5 minutes left to take your questions.
- 8:56** [Comment From V. Young]
Thank you once again for your time and consideration in this multi-community project. I look forward to finding more information about the neighborhoods involved.
- 8:57** **Milton Madison Team:** V: Thank you for your participation!
- 8:57** [Comment From Jeff Co Resident]
Who has the final say on which bridge option will be used?
- 8:58** [Comment From john]
take it straight thur madison 421
- 8:58** [Comment From Jeff Co Resident]
Will any federal stimulus money be used for this bridge project?
- 8:59** **Milton Madison Team:** Jeff Co Resident: The Milton Madison Management Team (M3T) is made up of the Kentucky Transportation Cabinet, Indiana Department of Transportation, and the Federal Highway Administration. The M3T will have the final say in project decisions.
- 8:59** **Milton Madison Team:**

Jeff Co Resident: There are no federal stimulus funds tied to the project.
- 9:00** **Milton Madison Team:** John: Thank you for your comments.
- 9:00** [Comment From Jeff Co Resident]
Canip Creek is the best option.
- 9:01** [Comment From john]
i agree
- 9:01** **Milton Madison Team:** Jeff Co Resident: Thank you for your comments.
- 9:02** **MM Bridge Project:** Thanks again to everyone who participated. The full transcript of our online forum will be available here on the Web site.
- 9:03**

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