



MEETING SUMMARY MILTON-MADISON BRIDGE PROJECT PUBLIC MEETING February 12, 2009

The Milton-Madison Bridge Project team held the first public meeting for the project on February 12, 2009 at the Brown Gym in downtown Madison, IN. A total of 183 public attendees signed in at the meeting. An additional 29 project team members were present, including KYTC, INDOT, FHWA and consultant staff. A list of meeting attendees is attached.

The meeting started with an open house at 6:00 p.m. A presentation with electronic polling was held from 6:30 to 8:00 p.m. The open house was resumed after the presentation and lasted until 8:30 p.m.

The Brown Gym was set up with three information stations: Purpose and Need, Section 106, and Location Alternatives. Project team members were available at each station to answer questions and provide information. Survey forms were provided for input on the purpose and need, and for the location alternatives. Contact information was provided for parties interested in joining the Section 106 process. A presentation area was also set up with several screens for showing the electronic polling renderings.

Jack Couch gave the welcome and introduced the project team by groups.

Tim Sorenson provided a review of the meeting agenda and an overview of the project activities to-date. He reviewed the draft purpose and need for the project. Tim also reviewed the location selection process and the four types of alternatives under consideration: do-nothing, rehabilitation, superstructure replacement, and new alignment. Tim then reviewed the fourteen initial location alternatives under consideration. He invited the public to visit the information stations after the presentation for further discussion of the location alternatives or the purpose and need.

Aaron Stover continued the presentation with a discussion of the bridge type selection process. He reviewed the three steps of the process and explained that the polling at this meeting will help identify preferences for bridge elements. Aaron reviewed the location for the renderings, the navigational clearance, the viewshed assessment, and the viewpoints considered for the bridge. He also provided an overview of the different types of bridges under consideration for this project: arch, truss and cable-stay.

Ted Grossardt then provided an overview of the electronic polling process. He asked a sample question about affiliation to familiarize the crowd with the keypads. Aaron reviewed the 18 concept renderings for Step 1 of Bridge Type Selection, pointing out the various characteristics of the concepts. Questions and comments related to the electronic polling included the following:

- In different bridges, there are a different number of piers. Are we voting for the number of piers?

The spacing of the piers has not been determined, and will depend on the navigational requirements and the type of bridge.

- Is the polling just about aesthetics?

Yes.

- Is this reasonably representative of what the finished product will look like?

They are generally sized correctly and are a fair representation, although many of the details can be interchanged based on preferences.

- How would keeping the piers change these designs?

We are trying to gain insight into what elements you prefer, and then use this when developing alternatives whether it is on the existing piers or not.

- It doesn't appear that the single arch bridge would work with the regatta.

We do have the course layout for the regatta, and will consider this as the location is determined.

Ted then began the electronic polling, showing results for each concept as the polling moved along. He then asked for comments about various concepts. Arch 03 scored the highest for the arches and comments included:

- It is simple
- Like the color
- It is transparent
- Like the two spans
- It has fewer piers
- Like the historic (arch) and modern feel
- It is curvilinear and unobstructed
- It fits the space nicely
- It looks low maintenance
- It matches the bicentennial theme (two arches)

Arch 05 scored the lowest for the arches and comments included:

- It looks insignificant
- There is no inspiration
- It looks disproportionate to the space
- It is not as clean
- Do not like the darker color
- It is too minimal for the space (valley)
- It is boring

Truss 06 scored the highest of the trusses and comments included:

- Like the light color
- It resembles the current bridge which is good (2 comments)
- It looks historically appropriate

- The shape compliments the hills
- This could be for the “tri-centennial” (three peaks)
- It looks less expensive with fewer piers
- Fewer piers mean less obstruction for river traffic
- Like the design that goes all the way across the river
- The superstructure may interfere with the views looking through it

Truss 05 scored the lowest for the trusses and comments included:

- It is boring
- It looks like a railroad bridge (bad)
- This could be for the centennial

Cable Stay 06 scored the highest for the cable stays and comments included:

- It is very open
- It does not take up the river view
- It looks like it would take less maintenance
- It is a modern looking bridge (good)
- This would look better outside of downtown
- Not having structure overhead is a plus (bird droppings, painting, etc...)
- There is no place for the pigeons (good)
- It leaves the water more open

Cable Stay 05 scored the lowest for the cable stays and comments included:

- The straight piers are appealing
- The dark color may have a negative influence on the rating of the style
- It looks like rabbit ears
- It is too geometric for the topography
- The cable-stays emphasize the future
- The radial cables are better than the harped (parallel) ones

Cable Stay 03 scored high and low and comments included:

- It has good visibility
- It looks fun to drive on
- It does not look stable (not sure how the cable stays stand up)
- It does not look like an H or a wishbone (good)
- The median post looks like it would cause accidents
- This limits your maximum width with the towers in the median
- Would there be a concrete barrier at the median along the length of the bridge?

This is a possibility and will be further considered as the alternatives are developed.

Ted then asked about the audience satisfaction with the process, and they responded with a mean score of 7.8347 (on a scale where 1 is low and 9 is high). Aaron wrapped up the presentation by reviewing the evaluation criteria: cost, public input, engineering/constructability, and maintenance. He indicated that the next public meeting will be held in early summer of 2009 and the next bridge type selection meeting will be held in the fall of 2009.

A total of 42 location surveys and 26 purpose and need surveys were returned at the meeting. An additional 26 location surveys and 5 purpose and need surveys were returned within the two week comment period following the meeting. A summary of the survey input is attached. For the purpose and need survey, 88% of the respondents agreed that the draft statement addresses the purpose and need of the project either “very well” or “fairly well.” For the location survey, Alternatives 4 (Bypass), 9 (Around Milton), 11 (Canip A), and 12 (Canip B) were rated with the most “likes” and fewest “dislikes” among the options. 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.

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

PUBLIC MEETING #1 ATTENDEES

PAG Members

Agency	Member	Member Attended	Substitute	Sub. Attended
Auxier Gas	Warren Auxier	X		
Dow Corning	Bob McKinney	X		
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	X		
Madison Chamber	Kevin Watkins	X		
Madison Public Works	Randy Eggenstiller	X		
Milton Fire	Ronnie Barnes			
Inland Marine	Robert Nolan			
Tandy's Trucking	Bruce Tandy	X		
Trimble Fiscal Court	Nolan Hamilton	X		
Trimble Historic	Nathaniel Adams	X		
Woodburn, Kyle	Peter Woodburn	X		
Riverside Produce	Kenny McCoy		Justin McCoy	X
Regatta & Citizen	Sue Fisher			
Overton Farms & Citizen	Jim Overton		Mark Overton	X
Citizen	Carla Goins	X		
Citizen	Ann Grahn	X		
Citizen	Jim Juricic	X		

Project Team

Name	Organization
Anthony Goodman	FHWA
Mary Ann Naber	FHWA
Greg Rawlings	FHWA
Amanda Abner	KYTC
Andrea Clifford	KYTC
Tim Foreman	KYTC
Gary Valentine	KYTC
Patrick Carpenter	INDOT
Rickie Clark	INDOT
Mary Jackman	INDOT
Ben Lawrence	INDOT
Shaun Miller	INDOT
Steve Smith	INDOT
John Carr	Wilbur Smith Associates
Harry Fox	Wilbur Smith Associates
Janette Fulkerson	Wilbur Smith Associates
Rebecca Ramsey	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
Ted Grossardt	Kentucky Transportation Center
John Ripy	Kentucky Transportation Center
Keiron Bailey	Kentucky Transportation Center
Kathy Francis	Doe Anderson
Jack Couch	KIPDA
Tom Meredith	Thomas M. Meredith
Joe Cosby	Niche Marketing
Michelle Henderson	Niche Marketing

Other Attendees

Name	Organization
Daryl Greer	American Engineers, Inc.
Kary Stackelbeck	KY SHPO
Danae Peckler	KY SHPO
Ben Quinn Jr.	American Engineers, Inc.
Buck Rogers	
James Wilber	
Ralph Vogel	
Sam Snyder	Richwood Plantation
Jason Hancock	
Tim Armstrong	Mayor of Madison
Matt Hicks	
Charles Fisher	G31 Local
Pete Backus	City of Madison
Lucy Dattilo	CVB
Steve Joslin	
Charlotte Hubbs	
Jack Patchin	OL House Exports
Manuela Johnson	IN Dept. of Homeland Security
Beverly Yeager	
David Yeager	
Wayne Kyle	PAG Alternate
Leon Michl	DNV (DET Norske Veritas)
John Carr	IN Dept. of Natural Resources
Cristina Poole	Fourth District, KY
David Waters	
Ed Coombs	
Steve Dattilo	MMSP
Bob Ems	WIKI Radio
Rhonda Deeg	Madison Main Street
LeAnne Adams	
Savannah Apel	
Scotty Whitehouse	
Brian Hemme	
Steve Boldery	
Casey Bloos	WORX 96.7 FM
Joshua Nichter	East Industries
Scott Earl	United ANCO/Local 631

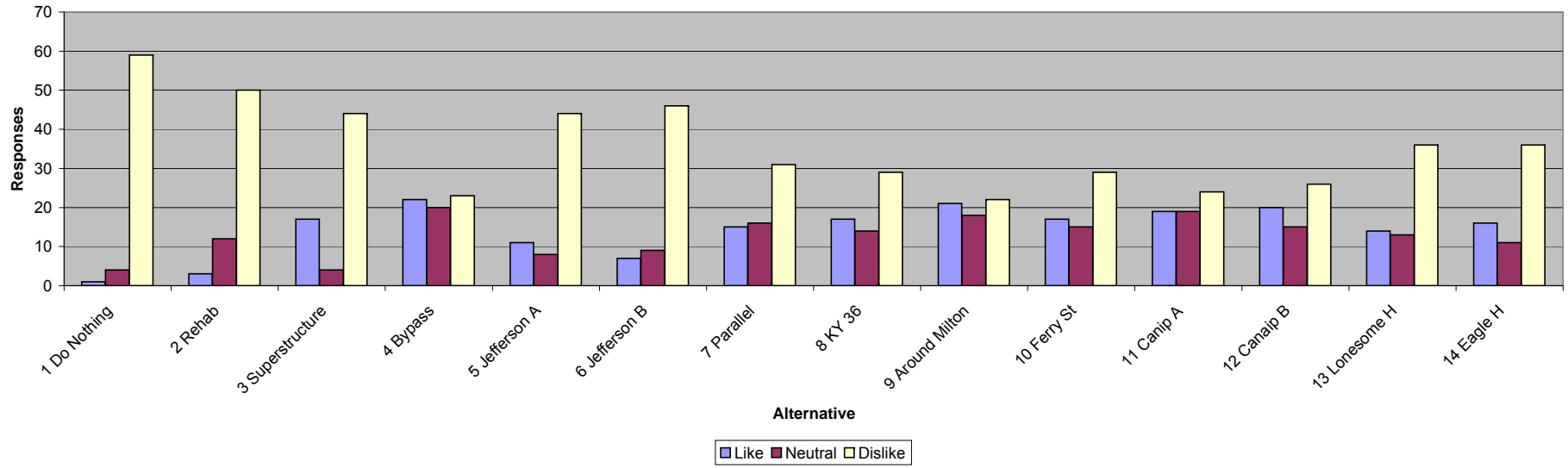
Brian Johnson	United ANDO/Local 631
John Calvin	HMJ
Jim Olson	Jefferson County Highway Department
Jerry Yarnetsky	Mudcat Pottery
Ellen Robak	
Willard Sanfh	
Drew Rhoten	
R. Hartsaw	
Randy Stevens	
Kenny Ott	AEI
Phyllis Steinhardt	
Paula Weiderman	
Chad Adams	St. Peter Lutheran Church
Kathie Petkovic	Riverboat Inn
John Hillery	
Margaret Balough	
Jerry Harmon	Milton City Commissioner
Gregory Sekula	Historic Landmark Foundation of Indiana
Pat Lengerich	Union Carp
John Phillips	Union Carp
Jessie Paulton	Union Carp
Lee Conover	Union Carp
Jim Crone	Hanover College
Camille Fife	WGI
Margaret Seifert	Town of Hanover
Robert Fourhman	
Jane Jacobs	Madison Courier
Nancy Gruner	Madison Main Street
Shannon Hoskins	City of Milton
Greg Groves	URS
Sara Denhart	Madison Courier
Dennis Jorgensen	Valeo Sylvania
Laura Hodges	Madison Area Chamber, City Council
Brian Basham	Madison Truck & Transfer
Peggy Vlereborne	
Vickie Young	
Darren Anderson	UBC
Dale Gee	UBC Local 631
Ed Henley	631 Carp
Elizabeth Chapa	
Vicki McQueary	Milton Fire & Rescue
Michael Beard	
Darrell Henderson	Madison City Council
David Scott	
Barbara Rybak	Madison Citizen
Dorothy Cochran	Madison Citizen
Gladys Henson	
Joe Wentworth	
Mary Wotring	
Phil Wotring	

Robert Wolfe	Cornerstone
Tracy Keller	
Lonnie Baker	Milton Citizen
Merry Fourhman	
Juni Taylor	Madison
Rick Wuttke	
Wayne Beard	Old Town Family Restuarant
Konnie McCollum	RoundAbout Madison
Bill Poindexter	
Becky Davis	Property Owner
Carol Ann Rogers	Habitat
John Koehn	
Matt Demaree	
Christina Poole	
Debbie Snodgrass	
Karan Ova	
Eric Long	Local 631 Union Carpenters
MD Monroe	Local 631 Union Carpenters
Kenn Monroe	Local 631 Union Carpenters
Gabe Monroe	Local 631 Union Carpenters
Abby Monroe	Local 631 Union Carpenters
Tabatha Sidell	
Darlene Yarnetsky	Mudcat Pottery
Jim Grant	Thornton Terraco, Fudge Factory
Ken Johnson	
Jim Rhom	MA
Ann Wineland	Madison Area Bicycle Club
Crystal Whitehouse	
John Harrell	
Jeanne Saufley	
William Warren	
Grant Butters	
Randall Embry	KIPDA
Ginger Jorgensen	HDBR
Richard Murray	Cornerstone
Link Ludington	Indiana State Museum & Historic Sites
Kevin Carlson	
Ken Ritchie	Madison Courier
Bob Saueressig	
Joyce Wells	
James Spiegelhalder	Carp. Local 631
Mike Humphreys	Local 631
Chris Cutshall	Local 631
Michael Harris	
Sherry Harris	
Trent Deckard	US Cong. Baron Hill
Tony Sowers	631 Union
Alan Long	Gifts that Last
Shawn Noel	Local 631 Carpenters Union
Adam Care	Local 631 Carpenters

Lorrie Kinkade	Trimble Banner
Ron Grimes	Jefferson County Historical Society
Don Ward	RoundAbout Madison
Gerry Reilly	Lanier Mansion
Gail Karns	
Heidi Kruggel	HMI, PAG Alternate
Harold Hassfurder	
Sara Barnes	Barnes Oil
Galen Breimmer	
Thomas Davis	Designer
Vic Weil	
Jill Keller	
Don Gramlich	Grote
Brad Miller	Cornerstone Society, Inc.
Len Michl	
Louis Alexander	Milton Resident
Mark Gish	
Cletus Gibson	IKRC
Jan Vethus	Madison Bicentennial
Melinda Acree	
Linda Lytle	Madison Area CVB
Frank Taff	
Julie Berry	Jefferson County Comm.
Dave Snodgrass	
Robert Wall	

Note: Illegible signatures (2) are not recorded here, but are included in the total attendance count for the meeting.

How Do You Feel about each Alternative?



A total of 68 location surveys were completed and returned.

Comments Received

On Alternatives 1-3:

- Get the trucks off Main Street. Don't mess with our historic districts. Don't change the boundaries in those Districts (i.e. Ferry St). In the short term (and possibly long term, given the economy), take the trucks off the bridge. Reroute them. Put up strong overhead barriers. Workers driving back and forth don't drive overweight semis or even legal ones. Also given the economy, if the piers can be reused, end of conversation. It would be fiscally irresponsible to do anything else. Then build the truss #6.
- My concern with rehabbing the existing bridge is the problems that it would create for businesses & employees in KY & IN traveling to work: ambulances waiting for a ferry.
- Superstructure Replacement has the fewest resources impacted.... ease in roadway connections. Same for Canip Creek Alt A.
- Given the economy, if the piers can be reused, end of conversation. It would be fiscally irresponsible to do anything else. Then build the truss #6.
- #3 Superstructure replacement is the worst alternative. It creates traffic chaos while under construction and addresses none of the problems of connectivity in Milton or Madison.

On Alternative 4:

- The #4 bypass alternative appears to have minimal impact on historic resources and should be give greatest focus. It would divert a lot of unnecessary truck traffic from downtown Madison.
- Locations 1, 2, 3, 5, 6, or 7 do nothing to solve the damage of trucks to our historic downtown. Location 4 is best - hooks to SR 62 and closer to I-65.
- Best case scenario is #4 Bypass Alternative. This reroutes the overweight, noisy semis away from downtown. Removal of noise will increase property values on US 421 and Main St.
- Alternatives #4 and #14 give best opportunity for bypass.

On Alternatives 5-6:

- Alternatives #5 and #6 are not too good for my property - too much traffic
- I feel that alternatives 5 and 6 are invasive to the Madison Historic District and, selfishly as a property owner on Jefferson St, I do not want the increased traffic. Our property @ 314 Jefferson St appears to be cut off from pedestrian traffic. Parking (which is already a problem) will be severely deficient for a retail business.
- Any bridge alternative should not cut the city of either Madison or Milton in two. That will only create a potential area that becomes a blight. Numerous examples of this are available. Alts 11, 12, 13, 14, and 4 would not seemingly do this whereas 5 and 6 are very inappropriate (with respect to Madison).
- #5 & 6, Jefferson St alternatives, need to be eliminated from consideration.
- I am very opposed to the Jefferson St alternative through the heart of downtown Madison.
- A bridge entering downtown Madison should be avoided at all costs. A four lane highway towering over historic properties as it enters Madison is unacceptable and would destroy Madison's historic character.
- I believe option 5 and 6 would destroy the historic downtown area. It would also separate the historic district. We want to bring people to the area, not turn them away.
- Jefferson St. A & B should not be considered

On Alternative 7:

- I favor Eagle Hollow or Parallel. The latter would be a fine addition to Madison-Milton scenic amenities. The former would ease traffic in Madison itself. The traffic would be of a more linear flow.

On Alternative 10:

- Alternative 10 (Ferry St) would probably be less expensive for buying property on both sides of the river. It appears to be the shortest route. As far as churches in the way, I would think they would want to move out of the flood zone.
- I think #10 is the best route out of historic area. No more semi trucks and it will not interfere with any businesses. Will still have use of existing bridge until complete.
- Ferry St #10 - if you would get west of Ferry St behind the Key West, there is only one building in the way

On Alternatives 11-12:

- Second best case scenario is # 11-12, routes move the Indiana entry away from the primary historic district but does not interfere with KY historic districts.
- Canip Cr. Alternative is too close to my home- I have only been in it a year & please consider the nice homes in that area
- Alternative #11 would be the least expensive for future connection to Hwy 421 east end of Milton on the Hill and least number of homes to take
- Canip Creek A has the fewest resources impacted.... ease in roadway connections. Same for superstructure replacement.

On Alternatives 13-14:

- 13 and 14 *plan* looks good but I'm concerned about condition of highway 56 east of Madison- it often collapses and Ohio River overflows onto highway- many semi trucks cross bridge and could add stress to this highway
- I'm the manager of Richwood Plantation. Alternative #13 will not happen on my watch. How dare the planners even offer any consideration to placing a bridge in such a historic area of Hunter's Bottom
- #s 13 & 14 would be less disruptive to both families & historic districts on both sides of the river
- Locations 13-14 allow for future bypass and ability to connect to North Madison where industry and growth are planned.
- Best to stay east of city campground and connect directly into SR 56. Heritage Trail and Riverwalk go to the city campground.
- Alternatives #4 and #14 give best opportunity for bypass.
- I favor Eagle Hollow or Parallel. The latter would be a fine addition to Madison-Milton scenic amenities. The former would ease traffic in Madison itself. The traffic would be of a more linear flow.
- Alternatives #13-14 are the best alternatives as they allow for the potential of a future truck bypass around the National Historic Landmark District.

On Other Alignments:

- Get trucks out of Madison downtown altogether by bringing US 421 east before reaching the old saddle factory area.
- School hollow would be a better alternative in my opinion
- Would it be too "down 'n' dirty" to consider a tunnel such as the ones that serve in Detroit/ Windsor Canada, Chesapeake, New York, English Channel, etc? Would a tunnel be feasible, more/less cost, more/less durable, etc? Arch bridge between river bluffs?

On Trucks in the Study Area:

- Please maintain the historic quality of the city - keep noise large trucks at a distance
- Keep the trucks out of downtown Madison
- Get the trucks off Main Street. In the short term (and possibly long term, given the economy), take the trucks off the bridge. Reroute them. Put up strong overhead barriers. Workers driving back and forth don't drive overweight semis or even legal ones.
- Logistically, location outside Madison city limits makes more sense. Heavy traffic will be rerouted to new Hill Road 421. From Rte 421, they can take Rte 62 west or proceed north on US 421. The truck traffic should be directed around city limits. They bypass is far too costly.
- Need a bypass around historic Madison for large trucks.
- Reroute truck traffic permanently off the bridge and out of downtown Madison. They have no reason to be there.
- Semi's should not have to travel downtown streets - a bridge without appropriate approaches is a waste of taxpayer money
- Speaking as a truck driver, I would like to see a bypass alternative (east or west) that minimizes stop signs and interaction with local traffic. Trucks may be necessary but they're slow, dangerous, and polluting, and need to be routed away from downtown.

On Pedestrian and Bicycle Connections:

- Obviously much work has been done and I appreciate that. I would like to see a pedestrian/ bike area on bridge- this was done well in Charleston SC on their newest bridge
- Keep the current bridge in place as a biking/pedestrian bridge. Add bike & ped lanes to new structure
- Give old bridge to Madison/ organization for a pedestrian bridge.
- Please include more specific information in future design discussion about the inclusion of pedestrian, bicycle, and other non-motorized accomodation. It is my understanding that fi federal funds are involved in this project, such accomodation is required.

On Historic Resources:

- I prefer any location that would avoid the Landmark District.
- Don't mess with our historic districts. Don't change the boundaries in those Districts (i.e. Ferry St).

On The Timeframe for the Process:

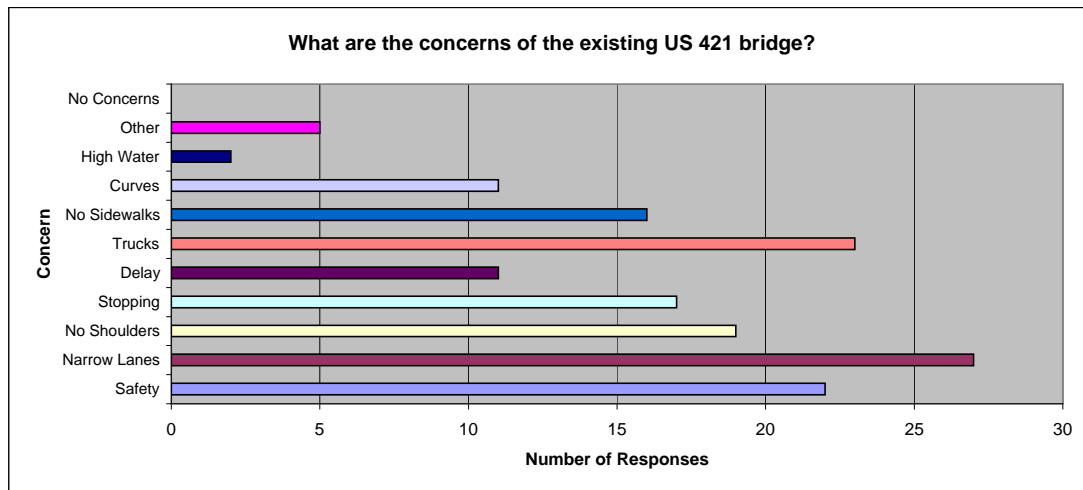
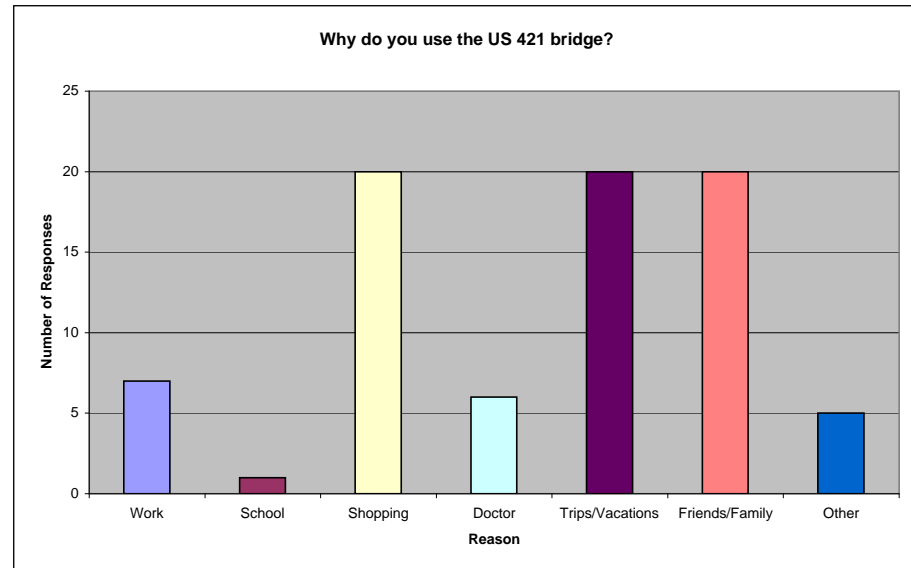
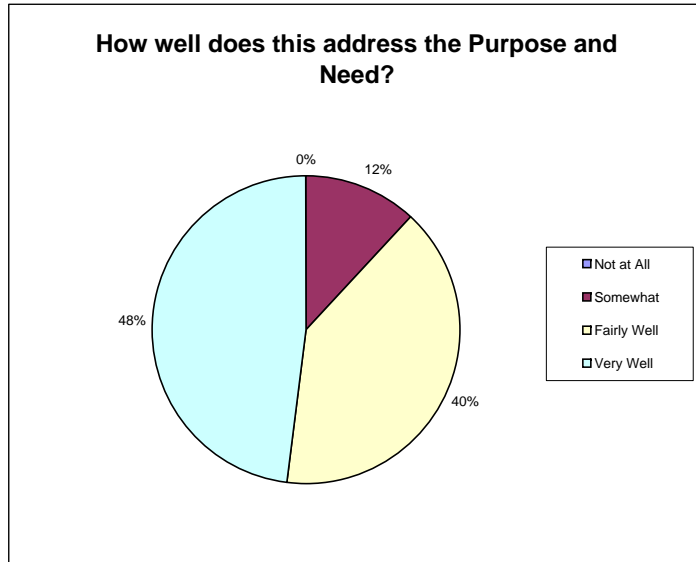
- Expedite to capture new funding opportunities.
- Get it done!!!
- Expedite implementation of new bridge

Other Comments:

- Would like a double decker if bridge is feeding into downtown Madison to possibly split southbound & northbound traffic onto different streets
- Bridge needs to have a sight line to downtown Madison to preserve traffic for our businesses.
- We need good access to I-71 via US 421. You can avoid the old US 421 through Milton & continue east between Carrollton & Milton through pretty hilly country - but east of Carrollton, KY 227 goes to I-71 within 2 miles of KY 36
- The bridge design should take into consideration and assign a value to the people's time and wasted gas as the bridge is built and maintained. Example minimize overhead painting requirements which reduce bridge traffic for this activity.
- Be honest and do your best. Thanks!
- I'm impressed with the effort I've seen put forth so far.
- Don't take shortcuts just to try to get stimulus money. Do it right. I still have the feeling that the decisions have been made, a feeling reinforced by talking to PAG members and others. Keep Madison's historic significance and Regatta uppermost.
- I don't believe funding will be available for another 10 years
- A new bridge must be part of a region-wide approach to transportation which envisions the potential for new future road construction to make residential neighborhoods safer and to make transportation routes, including local streets, state & US Highways safer for drivers.

Purpose and Need Survey Responses

A total of 31 Purpose and Need surveys were completed and returned.



Other concerns: lighting, bicycle safety, traffic, restricts economic activities, keep trucks out of downtown Madison

Comments Received:

Milton hill maintenance and issues. Fewer piers in the river. Would really like a suspension bridge from upper Milton Hill to possibly north of Main Street. This has no new roads, few properties need bought, connects two good straight roads.

Yes the old bridge is insufficient for current and future needs. But I don't see eliminating it due to its use as an alternate structure and its heritage. Its life could be extended by rerouting thru traffic.

My major concern is structural integrity. I just want a replacement for safety and durability. You choose the bridge.

The connectivity must be beyond just Madison and Milton to the regions served. Do not bypass downtown Madison! Do no major harm!

If possible, the new bridge should include bike lanes.

It is important that the bridge (new) coordinate with IN-KY long term transportation needs