



MEETING SUMMARY

MILTON-MADISON BRIDGE PROJECT

PUBLIC MEETING

Public Meeting – September 10, 2009
Online Forum – September 17, 2009

Public Meeting – September 10, 2009

The Milton-Madison Bridge Project team held the third public meeting for the project on September 10, 2009 at the new Milton Elementary School in Milton, KY. A total of 197 public attendees signed in at the meeting. An additional 16 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 6:30 p.m., with a presentation at 7:00 p.m. A question and comment period followed the presentation; then the open house was resumed and lasted until about 9:00 p.m.

The following exhibits were provided at the meeting: maps of the remaining alternatives (Superstructure Replacement, Tiber Creek and Canip Creek); a map of the potential ferry routing; and a description, rendering, and fly-through simulation of the Superstructure Replacement with Minimal Approaches. Project team members were available to answer questions and provide information about the exhibits. A Ferry Service Mini-Survey was provided for input on the ferry service and Public Comment Forms were provided for additional input.

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

John Carr continued the welcome, thanking the public for attending the meeting. John addressed the recent developments on the project and the local concern generated by misinformation about the project. John C. gave an overview of the WSA, Baker, and Doe Anderson team qualifications.

John C. reviewed some of the project terms and requirements, such as NEPA, 4(f), Section 106, Purpose and Need, Alternatives, Superstructure Replacement, parcels, and mitigation. He discussed the meeting protocol and the agenda for the meeting.

Mayor Armstrong provided comments about the Proposed Action for the bridge. The Mayor addressed recent comments about the process, the TIGER Grant, behind-the-scenes discussions, and supporters of the project. He encouraged the public to support the Proposed Action as the most realistic option for replacement of the bridge in the near future.

Tim Sorenson provided an overview of where the project started; the inspections and subsequent repairs and weight-restriction; the August in-depth inspection; and the release of the TIGER Grant funding. Tim reviewed the purpose and need for the project; the development of alternatives through the team, the PAG, the Public and others; screening of the alternatives; and the alternatives recommended for further study. He talked about the cross-section of the roadway and the bridge.

Tim S. then reviewed each alternative and the touch-down points on each side of the river. He explained that the studies on each alternative, including the Section 106 and 4(f) resources,

recent inspections, and the timing of the TIGER Grant led us to the proposed action. He reviewed the inspection ratings for the bridge, and indicated that the most recent inspection results from August are not finalized.

Tim S. reviewed the federal laws related to the National Historic Landmark and the 4(f) resources. He reviewed the parcel impact information and cost estimates for each of the alternatives.

Tim S. then reviewed the details of the Proposed Action, including the similar truss design in response to the bridge-type polling results from the first public meeting. He indicated that there would be no property takes with the Proposed Action and that a free ferry service would be provided during the bridge closure. He reviewed which of the existing piers would stay in the river and what the truss would probably look like. Tim S. then showed the flyover animation of the proposed bridge.

Tim S. invited the public to visit the information stations after the presentation for further discussion of the location alternatives or other details of the Proposed Action.

Questions and comments from the audience included the following:

- Mark Lytle: I started lobbying for a new bridge more than 20 years ago. There are lots of needs in the state and this area may be neglected due to the Louisville Bridges. I'm not sure about the Proposed Action, mainly because of the bridge closure time and economic impact. However, closing down the bridge altogether would be a greater impact. It makes sense to apply for the TIGER Grant; it's an opportunity that we can't pass up. If we get the grant or not, we can move forward from there. Having the ferry come into downtown Madison would further hurt the economy. The ferry should be farther out of town: West Street, River Road, etc... Is there any possibility for economic mitigation?

Project Team: The Section 106 parties expressed similar concerns about economic impacts. The bridge would be closed to traffic for about a year during construction. Our economists are working on studying the economic impacts.

- Corey Murphy: I am a PAG member and also represent the Economic Development Partners (EDP). The Proposed Action has both roses and thorns. The most important thing is realizing a safe and reliable river crossing by 2012. Without a reliable and safe bridge, the approaches are a moot point. There will be economic impacts; business assistance funds should be made available on both sides of the river. In December 2008, the EDP Board adopted a resolution for this bridge project to pursue stimulus money. City Council and County Commissioners agreed with this, but were concerned about getting the project shovel-ready. Congratulations to the team for getting the project shovel-ready. I have prepared a chart of the 27 river crossings for which Kentucky has some level of responsibility. The TIGER Grant is the best opportunity we have to replace this bridge.
- John Staicer: Lots of people share the concerns about the economic impacts of the bridge closure. Many of the Madison businesses are located in historic buildings. Mitigation funds should also be made available to historic property owners. What type of economic impact study are the economists using?

Project Team: I don't know the answer to that, but will follow-up with this information.

[Post-meeting note: The economic analysis will estimate the Expected Adverse Economic Impact from the Milton-Madison Bridge Closure. The analysis will take into consideration

the estimated direct losses for local businesses resulting from losses in sales or production. The estimated direct losses will be applied to an economic impact modeling software that accounts for industry interactions within a defined geography to determine the total economic impact (i.e., the direct, indirect, and induced) from those direct impacts to businesses. The analysis will rely on both a three-county economic model and anecdotal information from local business owners.

- Kline Barnes: I am a business owner in Milton. The bridge closure would cost our business an extra \$700-\$800 per week. We pay taxes, plus the fuel will take 15 gallons more per trip to use the detour. The leaders should do what they can to help us.
- Gilroy Barany: I have been an independent trucker for 32 years. There have been some projects in Louisiana where barges and shipping are a bigger issue. I have delivered oversized machinery to bridge projects there. The engineers know every piece of the bridge. All the pieces could be brought in before it is time to build the bridge, using barges and cranes. The barges can set up in sequence and speed up the construction. You could have crews from all over set up and ready to go. This would help out local labor. I have seen this done. You could also consider floating bridges that open up for maritime traffic, rather than ferries.
- Alan Cox: Economics kill cities. Let's fix the bridge and take the time to do it right. The superstructure would be a safe bridge, but it would not help communities expand, keep costs down, or keep crime down. If the bridge is closed, I would move to Indiana where I babysit my 7 grandchildren. The short term bridge closure will drive away our workers. The study is a good job, but my decision is no.
- Nancy Gaines: I have not heard anything about retirees that can't make ends meet. The government does not give them enough money to live. A lot of them have to go to Walmart to get an extra job. Milton does not have these opportunities, so they need access to Madison. The older people are not going to be able to drive all the way around to get to work, so they will have to do without medicine and food. Factory workers would be late for work and lose their jobs. It is not feasible to get to work on time with a ferry. There is no way. Going around will take extra gas and extra money. There will be a lot of children without food on the table. I worry about getting to the hospital. You have to get medical transportation set up before the bridge closes. It is not our choice and it doesn't matter what our opinion is; the state gets to decide and we are wasting our time. The state should have started getting money years ago when they knew we needed it. It is because we are a small community. If people lose businesses or jobs, it doesn't matter if you have a new bridge or not.

Project Team: One thing we did not point out was that we are studying different options for emergency medical transport across the river.

- Sue Olds: I am not happy about riding on ferries and helicopters don't make me feel any better. The girl scouts came up with cookies to make money; our leaders should be able to be creative too.
- Herman Strompf: I am from 30 miles north of Madison. This project affects counties beyond Jefferson and Trimble Counties. I am in favor of a Superstructure Replacement with approaches that don't take property. We should take advantage of the funds now, instead of

unknown funds later. We never know when something might happen to the bridge. To mitigate the local impact, a ferry should carry at least 3,000-4,000 vehicles a day.

- Ken Branstetter: I have seen this bridge issue going on since the 1960s, when they started talking about a 4-lane road from Frankfort. Superstructure Replacement is like building a 747 jet on a Piper engine. How are you going to build the bridge without the 4th river pier?

Project Team: The concrete in the 4th pier is not the same quality as the other three, so we will be taking it out and putting a new pier on shore in Indiana.

- Camille Fife: I am a property owner in Madison. This decision has been made by public agencies and people who want it to happen the most quickly and the cheapest. The replacement of a 20-foot bridge with a 48-foot bridge (including the parapets and the sidewalk) seems innovative. Can you give an example of another bridge with this type of construction that has been successful for some years? The Glasgow bridge is not as wide, not expected to last more than 30 years, and is at least 3 months behind.

Project Team: The idea of Superstructure Replacement is not a new one. It is done everyday on highways; this is on a larger scale. The Huey P. Long bridge is a similar project, and includes a railroad. Three other examples are: Sewickley Bridge in Pennsylvania; one in Marietta, OH; and one in Pittsburgh, PA.

- Mark Gish: I am a Madison resident. Thank you to INDOT and WSA for your work on this project. There has been a lot talk about no impact to the Madison historic structures. A no-approach improvement does not get the job done. If you don't have the approach improvements, you do not solve a large part of the problem. The Milton Hill is not safe for trucks, and trucks are too large through downtown Madison. If we do the approaches in the future, we would actually have more impact to the historic resources in the future. The economic impact would not be just for a year; it will change people's buying habits. We seem to be doing this for expediency sake, rather than making the right decision. I have made some of my worst decisions under economic pressure.

Project Team: If you look at the condition of the bridge now, and the rate it is deteriorating, and there are no additional improvements, it will be closed to traffic within the next 10 years. A rehabilitation might get another 20-25 years out of it, but it would require a closure of 12-24 months. Traffic would be restricted to the bridge the same way it was in the 1990s. KYTC and INDOT do not have enough funds right now to build any other alternatives upstream. This is the only option we can pursue at this point, and it has less impacts.

Mark Gish: What were we doing if we didn't have the money to begin with?

Project Team: We go through a planning process to determine what the needs would be. Once the needs are identified, it is the state's job to put it in their funding program to move forward. Once the needs for this project were identified, it was obvious that it would take the states many years to program this level of funding into the transportation budgets.

- Nancy Gaines: What concerns people the most is the amount of time that the bridge would be closed. What if it extends even longer?

Project Team: The bridge closure should be about 12 months or less. We understand your fear. We are looking at ways to write the construction contract to keep extended delays from happening. We recognize how important this is to the community.

- John Gaines: This bridge has been an issue for years and now they are just going for the money. If it doesn't get finished by Feb. 2012, do we have to give the money back?

Project Team: We have to be substantially complete by Feb 2012. If we miss that by a few months, I don't expect Congress to ask for their money back. If we miss it by a couple of years, that could be a problem. We are interested in the contractor getting in and out quickly. We won't have right-of-way takes that could extend the process.

- Ralph Vogel: I was born the same year as the bridge. It needs to be replaced. I don't like the bridge being shut down for a period of time, but we don't have a choice but to go for the money.
- Linda Hommel: Are we guaranteed to get this money? Are we back to square one if we do not?

Project Team: We are not guaranteed the money. If we do not get the TIGER Grant, we will go back to the process of trying to identify funds for it through the state budgets.

- Sarah Barnes: I did some research in the library on the construction of the existing bridge. They built this bridge in one year using hammers and saws. If they could do this in 1929, why does it take so long now?

Project Team: The laws in place in 1929 are not the same laws now. The bridge was originally a toll bridge, and all you had to do was make an application to the state of Kentucky. The regulations now make the process longer. The Louisville Bridges environmental process took 6 years, and that is considered average. When the Louisville Bridges project started, the Milton-Madison Bridge project was probably number 4 or 5 on KYTC's bridge priority list. If we secure the Grant funding, you would be jumping ahead of the two Louisville bridges, the I-69 bridge in western Kentucky, and the Brent Spence Bridge in Cincinnati. We understand that it is going to be 12 months of pain, but for that you get another 75 years out of a bridge. This would happen in the next 2 years, rather than 10 or more.

- Name not recorded: If the wind is up or the water is up, would the traffic have to go to the other bridges?

Project Team: Yes, the ferry can be affected by the weather conditions. We will have a more in-depth analysis of the ferry operations by the end of the year. Roundabout Madison did an excellent story about the other ferries operating in the state.

- Chris Sauer: Are the inspections on the piers sufficient enough to know that they are usable? If one couldn't be used, how would it impact the schedule?

Project Team: They have cored all the way down through the piers. The inspectors used radar, cores, tapping, and other methods to do a very in-depth study of the piers. Any impact on the schedule would depend on what was found.

- Rick Rand: I am a State Representative in Kentucky. Thanks to everyone for coming out tonight; the involvement of the public and the PAG is appreciated. I was first elected to office in 1990 and the first order of business was to meet with Jack Couch and the Secretary of Transportation about the bridge. It is probably the question that I hear the most: what is going on with the bridge? Four different governors have been approached about the bridge. It is very difficult to predict what might happen if we don't get this grant and build this bridge now. The Kentucky revenue is in the tank and the states can not afford to build this

bridge without federal help. All of the comments tonight are great. Thanks to everyone for coming out.

John C. reminded the attendees to use the website to submit comments or questions. John C. also gave his cell phone number for any follow-up questions. He indicated that we may not be able to answer all of the questions now, but we will be back toward the end of the year to let you know what we have learned. John C. thanked everyone for attending the meeting.

Following the question and answer period, the open house was resumed and lasted until about 9:00 p.m.

Public Comment Forms

Eleven (11) Public Comment Forms were returned during the meeting. A summary of the input received follows:

- How can ferries accommodate 8,000-10,000 vehicles a day?
- For the ferry service, docking at Madison Boat Ramp is not good. The incline is very steep and slanted, especially up to the Broadway exit, plus the access through town is cramped without stoplights at the west exit. During the Regatta, the boat ramp is used in its entirety for hydroplanes, spectators, etc... You may need to check on liability; Regatta, Inc is the lessee. The Regatta generates revenue for the community and the economic impact needs to be assessed. The historic tradition must not be interrupted. A recommendation is to permanently upgrade Milton Boat Ramp and install a new ramp/dock upriver of the bridge. Both structures would benefit the community by putting in permanent boat docks/ramps to increase access and encourage boaters to visit community/shop. The hotel area and campground would be enhanced.
- I am very concerned that this area will not get 24-hour ferry service. We need it. Our jobs are across the river and operate 24 hours. A lot cross the river at odd times of the morning and night. Very little space is available on the Kentucky side of the river or the Madison side. Where will back-up traffic go when waiting for the bridge?
- A people ferry with mass transit in Madison could eliminate some vehicles crossing the river.
- No bridge on existing piers. Want new bridge. My husband and I will need to take ferry two times each. People making decision do not live in Trimble or Carroll County. Will not affect them.
- Thank you for your time for these meetings and appreciate being here. My concern is with the floodplain here in Milton and how it will work once the bridge is in place.
- Safety is a major issue with the existing approaches – trucks making right hand 90-degree turns in residential, historic district is hazardous and damaging. To dismiss that is unfair.
- Rather than ferries for traffic to cross the river during bridge construction, wouldn't the installation of a pontoon bridge with a swing section across the shipping channel be much better?
- Build the bridge! Thank you for pursuing the TIGER Grant.
- The economic impact to people of this area with the planned restructuring will be particularly disastrous. The majority of family income is stretched beyond belief now. The 26 miles of

extra driving (one way) equals wear and tear on our vehicles, extra gas, etc... All of this is a cost to local families that they may not be able to bear. The definition of TIGER Grant – politicians and contractors lining their pockets to sell the public this idea. The only ones to suffer are the local citizens. Can Kentucky afford to pay to support these families? I'm sure welfare and food stamp benefits will increase dramatically. Thanks for selling us out guys.

- Removing one pier and adding additional weight on three 75-year-old piers is a very ignorant and stupid idea, driven by stimulus money with no regard on personal hardships.

Ferry Service Mini-Survey

Twenty-one (21) Ferry Service Mini-Surveys were returned during the meeting. A summary of the input received follows:

If a free ferry between Milton and Madison were offered during the bridge closure period, would YOU use it? (Check one)		
Never	Sometimes	Daily
2	10	9
What city do you live in? (Check one)		
Milton, KY	Madison, IN	Other
9	9	Lexington, IN Bedford, KY Hanover, IN

Other comments received as part of the Ferry Service Mini-Survey include the following:

- I probably would avoid going to Kentucky at all.
- Can these operate in dense fog?
- Will there be a ferry just for individuals who want to go to downtown Milton who don't want to wait for cars to be loaded onto the ferry? I have daily banking there and taking a car would make it a long trip for a daily task.
- Make sure the ferry landing is built so it can be revised as part of riverfront development. Do not tie up the regular boat ramp. Parking is a huge issue and ferry capacity.
- It will take at least 6 to 8 ferries to handle the traffic. Two will only make a traffic nightmare.
- I would probably have to move to VeVay or toward Florence or add on how much time to get to work daily?
- Need one for trucks – 34,000 lbs.
- We have fuel oil business in Milton and our truck crosses sometimes four times a day.
- Expect backups to top of Milton Hill and beyond. How will people get around vehicles waiting for ferry to go to Carrollton?
- Would use ferry service if on a time basis for dependability, parking for waiting, etc... I use the bridge daily for commute to Louisville.

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

PUBLIC MEETING #3 ATTENDEES

Project Team

Name	Organization
Greg Rawlings	FHWA
Andrea Clifford	KYTC
Tim Foreman	KYTC
Gary Valentine	KYTC
Mary Jackman	INDOT
Ben Lawrence	INDOT
Steve Smith	INDOT
Robert Ball	Wilbur Smith Associates
John Carr	Wilbur Smith Associates
Rebecca Thompson	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
Jack Couch	KIPDA

Other Attendees

Name	Organization
Charles Binzer	Binzor's Custom Framing
Brian Martin	
Grant Butters	
Gary Lockett	
Lori Kendall	
Mark Gish	
Chris Sauer	Shipley's Tavern
Kevin Dant	URS
Jan Vetrhus	Section 106
C.W. Wetterhus	
Kay Wetterhus	
Kline Barnes	Barnes Oil
Sara Barnes	Country Korner
Garry Croxton	
Rebecca Croxton	
Damon Welch	
Leslie Healy	
Peggy Vlrebome	
Rick Berry	
Kim Lytle	
Robin Jennings	
Cheryl Adair	
Sue Ball	
Ken Branstetter	
Emberson Foster	
Chris Hoskins	

Louis Alexander	
Truena Reed	
Konnie McCollum	
Sue Olds	
R.F Light	
Tina Clifford	
Donald Clifford	
Diana Clifford	
James Overton	
Susan Bingham	
Rodney Ashby	
Charles McCoy	
Bob Eckhart	
Phil Holt	
Jan Holt	
Leon Sullivan	
Jamie Sullivan	
John Lee	
Jack Couch	
Theresa Edwards	
David Scott	
Aubrey Jackson	
Glen Powell	
Danny Henderson	
L.F. Stephenson	
Jesse Quire	
Gordon Weston	
Wayne Beard	
Roger Holsinger	
Betty Holsinger	
Kenneth J. Kline	
Kenneth L. Kline	
Barclay Hudson	
Herman Strompf	
Vickie Young	East Madison
P.M. Cunningham	East Madison
Ruth Overton	
Tracy Keller	Resident
Vicki McQueary	Milton Fire and Rescue
Pete Backus	Madison City Council
Corey Murphy	Economic Development Partners
Charles Wentworth	
Denny Jackson	Milton City Commissioner
Fritzi Jackson	
Rhonda Sauley	Little People Boutique/Fine Threads
Ida Arnett	
Carla Goins	PAG
Steven Rudolf	
Walter McHargue	
Leroy Liter	

Casey Bloos	
Joe Wheeler	
Tony Courtney	
Rita Courtney	
Marcia Snyder	
Ernest Owens	
Sam Snyder	Richwood Inn
Yvette Hayes	
Marshall Shelton	
Ralph Vogel	
Steven McAfee	Madison Auto Service
Wayne Kyle	Woodburn, Kyle & Co.
David Anderson	
Gil Barany	Road Star Ventures
Holly Ginn	
Pam Thoke	Rotary Lift, Kentucky Resident
Rick Rand	State Representative
Carl W. Risk II	King's Daughters' Hospital
Nolan Hamilton	Trimble County Fiscal Court
Shirley Hamilton	
Janet Skees	
Carol Becker	
Connie Partington	
Camille Fife	
Nancy Gruner	
Bob Ems	
Randy Daniel	
Doug Herberle	
McKenzie Combs	Congressman Geoff Davis
Gary Rush	
Mr. Charley Richardson	
Mrs. Charley Richardson	
Isaac Romans	
Andy Rector	Walsh Construction
Ronnie Barnes	
David Hommel	
Linda Hommel	
John Gaines	
Nancy Gaines	
Peter Woodburn	
Charlie Cochran	
Joseph Lyons	
Vanessa Lyons	
Jerry Harmon	Milton Commissioner
Darrell Henderson	Madison City Council, Milton Auto Sales
Mary Hanlon	
Bill Poindexter	
Kim Scroggins	
Marilyn Smith	

Jeffrey Koehn	
John Koehn	
Bobbie Lee	
Chance Rice	
Dave Stevens	
Bert Fitzgerald	
Kevin Watkins	
Lori Shirk	
Betsy Liston	
Guy Pike	
Sara Denhart	Madison Courier
Debbie Leland	
Seth Leland	
Joseph David Hearne	Kickin' Ash Chimney Service
Lloyd Beitel	
Kenneth Blair	
Allen Cox	ACE Computer Clinic
Patricia Ann Blair	Wal-Mart Employee
Greg Duncan	
Stephen Allen	
Neil Bryan	Farmers Bank of Milton
James Alexander	
Julie DeCalonne	Waters of Clifty Falls
Aaron Snelling	Mt. Byrd Christian Church
Sue Fisher	Trimble County, Regatta
Robert Price	
Richard Beals	
Chris Rush	Local #631
Harold Butler	
Shirley Pyler	
Vernon Pyler	
Elliot Tompkin	
Steve Dattilo	
Jax Pike	
Linda Lytle	
Jim Stevens	
Ronnie Daniel	
Ruby Dale Rowlett	
Nancy Ward	
Virginia White	
Mark Lytle	Former Mayor of Madison
Richard Dickie	
Gladys Henson	
Aaron Adams	Milton Dairy Queen
Carol Vaughn	Homeowner
Ray Vaughn	Homeowner
Mr. Ed Coombs	Carpenter's 631
Mrs. Ed Coombs	Carpenter's 631
Kathryn Sauer	Shipley's Tavern
Patty Jackson	Riverside Produce

Kenneth McCoy	Riverside Produce
Michael Wright	
Diane Wright	
Luke Burress	Coopers Creek Campground, Luke's Wholesale Cabinets & Flooring
John Staicer	Historic Madison, Inc.
Chris Liter	
Sherry Burkhardt	Our House Restaurant
Kelly Henderson	
Morton Copeland	
Phyllis McLaughlin	Trimble Banner
Julie Wattenbarger	Business Owner
Andrew Jennings	Trimble PVA
Brian Cain	NAS
Cletus Gibson	
Michelle Hyson	
Shannon Hoskins	City of Milton
Clarence McHargue	
Steven Brierly	City of Milton
Tim Coons	
Mr. Mark Gray	
Mrs. Mark Gray	

Note: Illegible signatures (1) are not recorded here, but are included in the total attendance count for the meeting.

Online Forum – September 10, 2009

The Milton-Madison Bridge Project team held an Online Forum as part of the third public meeting for the project on September 17, 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
Ben Lawrence	INDOT
John Carr	Wilbur Smith Associates
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 139 users accessed the site during the Forum (including the project team). A transcript of the conversation is attached to this document, including the results of three informal polling questions used during the forum. The polling questions included the following:

If a no cost ferry was available between Milton and Madison, would you use it?			
Yes		No	
75%		25%	
Do you cross the Milton-Madison Bridge every day to get to your place of employment?			
Yes		No	
43%		57%	
Are you a resident of?			
Trimble County	Jefferson County	Other KY County	Other IN County
20%	60%	20%	0%

Milton-Madison Bridge Project - Live Forum
Noon-2:00 p.m. and 7:00-9:00 p.m.

(09/17/2009)

11:55 MM Bridge Project:

The Milton-Madison Bridge Project's live forum will begin in 5 minutes.

12:02 MM Bridge Project: Welcome! Project managers from KYTC, INDOT, FHWA and Wilbur Smith are standing by for your comments and questions.

12:02 [Comment From Michael]

What plan is in place for the approach ramps to make entering and exiting the bridge easier for semis to negotiate? We don't need another mess like the Clifty Drive and Cragmont intersection that was not well thought out prior to allowing CVS to build their store at the possible sight of a future intersection.

12:03 MM Bridge Project: Thanks for your question, Michael. We'll have your answer shortly.

12:03 Milton Madison Bridge Team: Michael: The proposed project is for replacement of the bridge only. Improvements to the approaches could be a future project pursued by the states.

12:06 MM Bridge Project: Anyone else have a question for the project team?

12:10 [Comment From Bob]

When will you know if the TIGER grant is approved? Would construction start shortly after that?

12:11 Milton Madison Bridge Team: The TIGER Grants should be announced in January 2010. Construction would start by June 2010.

12:12 [Comment From LouKY]

How will this construction affect everyday commutes for people living in the area?

12:13 Milton Madison Bridge Team: LouKY: We are currently studying options for a ferry and medical emergency service. We are also conducting an economic impact study for the bridge closure period.

12:13 Milton Madison Bridge Team: LouKY: The bridge closure period during construction would likely be 9-12 months.

12:14 Milton Madison Bridge Team: LouKY: The closure would be expected during 2011.

12:16 [Comment From Bob]

Is the ferry free? How many cars can be loaded? How long does it take to load cars and get them across?

12:17 [Comment From not good]

I can tell you that closure for 9-12 months will reduce downtown Madison business by 25% easily. On the Madison hilltop, those customers that come from KY will just go

elsewhere. It's a real shame the bridge cannot stay open and the full realization of the impact will come too late.

12:19 Guest: Bob: The ferry will be free. We are still working on the details of the capacity of the ferries, loading and unloading/crossing times etc. We will be presenting this information to everyone when we get the details worked out.

12:22 [Comment From jr]
Will the 25 ton limit ever come back prior to construction of the new bridge?

12:22 [Comment From Maggie]
Considering the job losses because of global and national economic conditions of the last three years and the decline of the manufacturing economy in general in the U.S., how does the application for the bridge grant quantify economic benefit of the investment beyond the immediate infusion of funds related to construction?

12:23 MM Bridge Project:

Jr, Maggie, thank you for your questions. We will have your answer shortly.

12:24 John Carr:
Please be assured that the Kentucky Transportation Cabinet and the Indiana Department of Transportation are very aware of the hardships that closing the bridge for up to 12 months would cause for both communities. The hardships weigh very heavily in looking for affordable solutions for this project. A combination of factors points us toward superstructure replacement. We considered the condition of the existing bridge, environmental impact, affordability and timing. All of these factors combined with the immediate availability of federal stimulus funding (officially called a TIGER grant) point toward superstructure replacement as our most viable option for getting a safe new bridge. Both Kentucky and Indiana are investigating innovative contracting methods to reduce the closure time.

12:24 Milton Madison Bridge Team:

jr: There will be additional repairs on the bridge, beginning at the end of this year. Following the repairs, the load rating for the bridge will be reevaluated.

12:26 Milton Madison Bridge Team: Maggie: With the service life of the bridge estimated to be 10 years or less, the economic benefits are assessed based on a Bridge vs. No Bridge scenario.

12:28 [Comment From jr]
What are the odds of the repairs being successful and not becoming a 'political football' while the grant is under review? Our business is directly needing to send trucks across this bridge!

12:28 [Comment From Phyllis]
When would this economic study be completed?

12:30 Milton Madison Bridge Team: Phyllis: We should have results from the economic study by December 2009.

- 12:31 MM Project Team:** jr - KYTC and INDOT have committed to work cooperatively on this project and will continue to do so as the project move forward through construction.
- 12:32** [Comment From Tom]
Is the idea of having approaches be from separate streets being considered? That way we wouldn't have to widen the streets, just make a one-way northbound street and a one-way southbound street!
- 12:33** [Comment From Maggie]
What kind of vehicular traffic is that service life estimate based on? Recent information and stories about traffic on the bridge have used the figure of 10,000 crossings. Yet, the 2007 numbers for commuting from the Indiana Department of Workforce Development fail to show employment activity anywhere near that number.
- 12:34 MM Bridge Project:**

Tom, Maggie, thank you for your questions. We'll have your answer in just a minute.
- 12:34** [Comment From V]
Does Kentucky have any type of public transportation system possibilities in mind that might connect a park and ride type of service on the Kentucky side to a downtown only services on the Indiana side (or vice versa)? It could free up the multiple vehicle traffic problem and allow more a downtown connection service for those who might only be destined for the Madison downtown area, but could also be considered for the upper Madison shopping area, since retail is a concern. Some amount of expanded public transportation might be welcomed by people who are seeking another option.
- 12:36** [Comment From Jean]
If the Tiger Grant is not approved, will a new location for a new bridge then be looked into right away?
- 12:36** [Comment From MM Bridge Team]
Tom: If you are considering building a parallel bridge to handle one-way and the existing bridge the other, the existing bridge has a life of 10 years or less so this is not reasonable. If you are referring to changing the approach roadways to be one-way pairs, we are not proposing any approach improvements as part of the proposed action.
- 12:36 Milton Madison Bridge Team:**

Maggie: The service life is based on the condition of the existing structure. Daily traffic on the bridge is about 10,700 vehicles. The commuter numbers are just one component of the traffic.
- 12:37** [Comment From Bill]
To go along with Tom's comment will Harrison St. on the Indiana side be widen some or that slight angle changed that exists not to actually get on the structure. Or will the

widen lanes compensate?

12:37 [Comment From Maggie]
What is the source of that daily traffic measurement?

12:38 **Milton Madison Bridge Team:** Jean: We will move forward with the Proposed Action (Superstructure Replacement with Minimal Approaches), regardless of whether we are awarded a TIGER Grant or not.

12:39 **MM Bridge Project:**

V - We will have your answer shortly

12:40 [Comment From MM Bridge Team]
Bill: The wider lanes will make it easier to enter and exit the bridge. We will only be providing tapers from the wider bridge to the existing Harrison Street with the proposed action.

12:40 **Milton Madison Bridge Team:** Jean: If the TIGER Grant is not awarded, other funding will be pursued through the state transportation budgets, as available.

12:40 **Milton Madison Bridge Tea:** Maggie: In 2008, the project team went out into both cities and actually counted cars passing through different intersections during the peak traffic hours. We compared these counted values to historic 24-hour counts from INDOT and KYTC and 24-hour mechanical tube counts of both cars and trucks to find the most accurate volume possible.

12:40 [Comment From Tom]
Safety, Immediate Cost, Long-Term Economic Cost, Historical Preservation...which takes priority? How many on the bridge "team" have ever driven a semi from hilltop to Milton?

12:41 [Comment From Dean]
If the plan to build on the existing piers does not move forward what is the likelihood that the bridge will need to be closed for an extended period for repair?

12:42 **MM Project Team:** V. We are examining a number of options for moving people across the river during the time the bridge is closed. This will include using carpools, vans and minibuses in coordination with park and ride lots. Public transit options will need to be explored with the local governments.

12:43 [Comment From MM Bridge Team]
Tom: All these elements are considered equally as a decision is being made.

12:43 **Milton Madison Bridge Team:** Dean: For rehabilitation to keep the bridge open for several more years, the bridge would be closed off and on for 18-24 months. We do not expect that any repairs can keep the bridge open beyond 10 years.

12:44 [Comment From Jean]
For the 9 to 12 months the bridge would be closed, how many of those 10,700 vehicles

would actually be able to access a ferry daily to get to their jobs and home?

12:44 [Comment From Mary]
Have you explored the possibility of a floating bridge instead of ferries per the suggestion made at the last meeting?

12:46 **MM Bridge Project:**

Thanks, Mary. A project team member will respond shortly.

12:46 [Comment From MM Bridge Team]
Jean: It depends on how many and the size of the ferries we can use. We are still investigating how many we can accommodate and will let everyone know when we have determined this information.

12:46 **MM Project Team:** Mary- Due to the large amount of barge traffic on the river, it would be very difficult to coordinate the schedules for the barges to pass through a floating bridge. However we will explore this further during the construction phase.

12:47 **ONLINE POLL:**
If a no-cost ferry was available between Milton and Madison, would you use it?
yes
(75%)
no
(25%)

12:50 [Comment From Dean]
Would the proposed ferries be similar in size to those that are used on the Ohio west of Cincinnati (Anderson Ferry I think)?

12:51 [Comment From Tom]
You say you will pursue this plan regardless of TIGER funding. Does that mean no more work, investigation, consultation or planning is being pursued with regard to other options?

12:51 [Comment From Mary]
Ferries would have the same problem with the barges causing delays. There are several web sites showing the more modern and up to date floating bridge which has triple retracting hydraulic lifts, which one each could be at the end of each side allowing plenty of room for the barges. The retracting time is only a matter of 2 to 3 minutes.

12:51 [Comment From Bill]
Referring to the existing piers that will be used will the whole pier be enlarged and reinforced or just more concrete added at the top to meet the wider structure? It is/was hard to tell by the photos.

12:51 **Milton Madison Bridge Team:**

Dean: The project team plans to have more information about the ferry at the next

Public Meeting, scheduled for January 2010.

12:52 [Comment From Kenneth Surret] What if they get the superstructure off and realize that the new bridge will not work?

12:53 [Comment From Bill] I know some thoughts have been given to the nesting pair of falcons. What are the current plans for them?

12:53 **MM Bridge Project:**

Kenneth, Bill, thanks for your questions. The project team will post a response in just a minute.

12:54 [Comment From MM Bridge Team] Bill - The top half of the existing piers will be widened. We are determining the best approach to strengthen the foundations of the bridge. That strengthening may be below the water.

12:54 [Comment From MM Bridge Team] Tom: We feel the proposed action will be the preferred alternative based on our analysis to date. We will complete the environmental document and insure we are followed the appropriate laws. This means we will complete the environmental assessment of the other options.

12:55 **Milton Madison Bridge Team:**

Bill: We plan to leave the falcon nesting box in place during the 2010 mating season. The box would then be moved to a new location before the 2011 mating season.

12:55 [Comment From Tom] based on traffic studies, does more southbound traffic head toward Carrollton or Bedford once they cross the bridge?

12:55 [Comment From Jean] Most Indiana and Kentucky employees will be driving at minimum, an extra 1 hour one way each day to get to work and then again an extra 1 hour to go home. For one year, with unemployment rates as high as they are, job market extremely low, almost non-existent, gas prices very high, people will double their current vehicle expense (gas, oil changes, tire rotations, wear and tear) and those that have daycare expense will also be out of pocket on additional needs for care with more hours away from their families. The initial proposals about the bridge were for a new location, the public that uses the Madison Milton bridge want a new location, new bridge, why is this completely off the table now, as months of Our input was encouraged and then the table was wiped off with only one option for Superstructure?

12:56 [Comment From MM Bridge Team] Ken - We have done enough to be sure that the piers can work, but have not worked through all the details. You can be sure that we would not remove the bridge superstructure without certainty that the piers would work with the new bridge.

- 12:57 MM Bridge Project:** Jean, we're working on your response now.
- 12:57** [Comment From Bill]
Something else I thought of. When will the drill teams be working in Indiana? I can see they are still in Kentucky. Are they drilling to bedrock or down into it so far?
- 12:57** [Comment From jr]
Is the bridge in danger of being closed prior to January?
- 12:57** [Comment From Tom]
HOW,
- 12:58 MM Project Team:** Mary - We are still reviewing the options for the floating bridge and a final determination will be made by KYTC and INDOT early next year.
- 12:58** [Comment From MM Bridge Team]
Tom: What is your question?
- 12:59 Milton Madison Bridge Tea:** Tom: Southbound traffic at the US 421 intersection with KY 36 shows 116 people turning left (onto KY 36) and 191 turning right (up the hill) during the PM peak.
- 12:59 Milton Madison Bridge Team:** Jr: There will be repairs done at the end of this year/beginning of next year. There will be temporary closures during these repairs, but the bridge will remain open.
- 1:00** [Comment From Tom]
how does the possible construction of TWO new bridges in/near Louisville factor into any funding decisions for this bridge? Especially if TIGER is not available?
- 1:00** [Comment From V]
I know people are concerned about losing their businesses and how they will survive for the 9 to 12 months expected closure, and thus are asking for a mitigation fund for business losses. On the flip side, I see a few new businesses are starting up and wonder if there have been any thoughts or talks on the part of either Kentucky or Indiana state or local governments to financially encourage more local business start-ups as part of that mitigation? Is that part of your information/ process at all? I would like to think people would still consider new business ventures whether a bridge is in process or not.
- 1:01** [Comment From MM Bridge Team]
Bill - After the drill crews finish working in Kentucky, they will begin drilling on the Indiana Side. I do not have an exact date that will occur. Yes, they are drilling to bedrock and into it in most cases. We will also have a barge crew working in the river next week.
- 1:01** [Comment From Dean]
Have you estimated the difference in drive times via the Markland Dam crossing to reach the major industries east of Carrollton vs. using the MM bridge. Google calculates 43 minutes via MM vs. 54 via Markland to Ghent, KY
- 1:01 MM Project Team:**

Jean -

The existing bridge is in bad shape and, based on recent inspections, has only has about 10 years of remaining life. Repair work alone would require the bridge to be closed intermittently for 18-24 months. So it appears the bridge would end up closing one way or another. Additionally, the long-term transportation budgets for Kentucky and Indiana do not appear to have funding for construction of a US 421 replacement bridge until at least 2017 or later. If we are successful in winning the grant, the new bridge would open in February 2012.

We are competing with communities across the country for TIGER grant funding, however we think we have a good chance of winning. When it comes to TIGER grants, priority is given to projects that can complete construction by February 2012.

Superstructure replacement, with minimal work on the roads leading to the bridge, is the only alternative that would allow us to meet that deadline. Because no properties would be taken, superstructure replacement eliminates the need for acquiring right of way, which is time-consuming. By comparison, if funding were available, completion of the other bridge alternatives would likely be more than a decade away.

Plans are still in development, but we are working hard to minimize disruption to the communities, including providing no-cost ferry service and provisions for emergency services.

1:01 [Comment From MM Bridge Team]

Tom: The new Louisville Bridges do not affect the funding decisions for the Milton Madison Bridge

1:03 **Milton Madison Bridge Tea:** Dean: Our intent is to figure out the details about the ferry service and present some more detailed about the service at the next public meeting, probably in early January.

1:04 [Comment From MM Bridge Team]

Stand by we are having some minor technical difficulties

1:05 [Comment From jds]

I am excited with the real possibility of finally getting the unsafe and short lived bridge replaced. I travel across twice each day to work. There is plenty of inconvenience to go around but nothing to compare to the inconvenience associated with the existing bridge being closed and no realistic financial way to replace it. What a wonderful opportunity we have here.

1:05 **Milton Madison Bridge Team:** jds: Thank you for your comment.

1:05 [Comment From Bill]

With new bridges in Louisville, Cincinnati, and Evansville as mentioned last week at the public meeting in Evansville it is surprising that little Madison and Milton fit into the budget.

1:06 [Comment From Kenneth Surret]

I live on park avenue in Madison. Will the new bridge have any impact on my property

and , will East Second Street or Zering Street be closed for long periods of time?

1:06 [Comment From Tom]

AFTER the new bridge is constructed using basically the same approaches, would either side be able to ultimately re-design new approaches to the bridge and acquire the necessary right-of-ways, etc. How feasible is such an option?

1:06 [Comment From MM Bridge Team]

Bill: This is why we are pursuing a TIGER grant

1:06 **MM Bridge Project:** A TIGER Grant is a type of federal stimulus money available as part of the American Recovery and Reinvestment Act of 2009. TIGER (Transportation Investment Generating Economic Recovery) Grants are competitive and sought by communities across the country. KYTC and INDOT are applying jointly for \$95 million toward the estimated \$131 million cost of superstructure replacement with minimal approach work. Both states would split equally the remaining cost.

1:06 **MM Project Team:**

V- You make some very good points. In the coming months we will be examining various opportunities to lessen the impacts to the communities. Thank you for your suggestion.

1:07 [Comment From Dean]

That wasn't my question. I am simply asking if there is really a significant difference in the time to drive to the industrial area east of Carrollton via the Indiana side (56) to cross the Markland Dam vs. the current option of crossing the MM bridge and driving up the Kentucky side (42)

1:07 [Comment From jr]

Would it be possible to put a stoplight at each end of the bridge, then reduce to one lane traffic, to then allow the 25 ton limit to come back to allow trucks to cross?

1:08 **Milton Madison Bridge Team:**

Kenneth: With the Proposed Action (Superstructure Replacement with Minimal Approaches), there will be no physical impact or closings on SR 56 (Sering or Park) or East 2nd during construction.

1:08 **Milton Madison Bridge Tea:** Tom: while designing the superstructure replacement option, the team is trying to not foreclose future approach improvement options in either state. However, these approach improvements are not included in the Proposed Action.

1:08 **MM Bridge Project:** Thanks for your comments/questions. We're working right now on your response.

1:09 [Comment From MM Bridge Team]

Jr - I believe the answer to your question is no, a stoplight would not permit trucks over 15 tons to use the bridge as currently posted.

1:09 [Comment From MM Bridge Team]
Dean: Based on your research on Google, it appears there would only be a 9 minute difference between the Milton Madison Bridge and the Markland Bridge for people east of Carrollton. Whether this is significant or not is really the perspective of the person making the trip.

1:12 [Comment From rd]
It is 13 miles from Carrollton to the Markland Dam.

1:13 [Comment From Bob]
How many people from Jefferson County, IN are employed at NAS, Dow Corning, Arkema, etc. in Carrollton?

1:13 MM Bridge Project:

The following photo shows what the new bridge would look like under the superstructure replacement proposal



1:15 MM Bridge Project: Thank you, Bob. We'll have a response shortly.

1:16 [Comment From Maggie]
Commuting Patterns: Top five counties sending workers INTO county, 2007 County Number Pct. Five County Total Clark County 833 35.2% Kentucky 433 18.3% Floyd County 418 17.7% Scott County 355 15.0% Switzerland County 325 13.7%

1:16 [Comment From Maggie]
Commuting Patterns: Top five counties receiving workers FROM county, 2007 County Number Pct. Five County Total Kentucky 1,237 52.5% Jennings County 324 13.8% Clark County 298 12.7% Out of state 254 10.8% Scott County 241 10.2%

1:16 [Comment From Maggie]
This is what is confusing to me. I just sent the numbers from the Indiana Workforce Development site. It seems so different from your numbers.

1:18 MM Project Team:

Bob - There are 1200 persons commuting from Jefferson County IN to work in Kentucky. There are 700 persons commuting from Trimble County to Jefferson County IN.

- 1:19** [Comment From Darrell]
Any consideration for the six or seven businesses in Milton that would be basically shut down during the construction period
- 1:20** [Comment From Gil]
Under the possibility of not getting the Tiger grant and with the life expectancy yet of a possible 10 years, is the idea still up for consideration to build a new adjacent bridge as funds become available? At the last meeting you showed a great proposal for a new bridge just north of the current, from the boat ramp adjacent to the restaurant and across from the Milton park to the vicinity of the Key West restaurant/Mayflower M&S area on or about the Ferry Rd. area.
- 1:20** [Comment From V]
Obviously there would be an increase in traffic on (both sides of the river) especially those who choose to go to Markland to cross, or by those who have to, so are safety and enforcement concerns (like speed or weather related issues) being discussed as part of your process?
- 1:20** [Comment From MM Bridge Team]
Darrell: We are still considering the economic impacts of the short term bridge closure.
- 1:21** **MM Project Team:**

Maggie - The commuting numbers from IWD only include employees. The remainder using the bridge are non-work trips. For instance, people living in Kentucky and shopping in Madison.
- 1:22** [Comment From Darrell]
12 months isn't short term if it's your livelihood
- 1:23** [Comment From Jean]
What I understand from this is that "Superstructure" is a repair, but the only 3 things that would remain from the current Madison Milton bridge would be 3 middle piers, so in essence, the Superstructure is a new bridge and it is hard to understand how repairs alone would take 18 to 24 months for a closure of the bridge, but the Superstructure will only cause full closure to bridge for 9 to 12 months. As I understand from my 1st question and the answer, with or without the funding, the Superstructure will be completed. That said, if the existing bridge in its current "bad shape" won't be closing until 2011 as was stated, there will be 12 months open in January of 2010, if the grant is not an option, to start on the option of a new location, as is what the majority of those traveling needs. My thoughts as I travel over this bridge twice a day, 5 days a week, is this: I have followed and passed more 18 wheelers than I care to state and have called Indiana police in Jefferson County for those 18 wheelers traveling to Madison side, only to be told, "This is not our bridge, call Kentucky". When I have called Kentucky State Police Post, they at times are not aware that the weight limits are still in effect and after the first few days of seeing patrol cars watching for vehicles over 15 tons, there are no patrols going on now and semi's are utilizing the bridge as they did. With the bridge in such bad shape, I would like to know if safety is actually the priority or the grant deadline?

1:23 [Comment From MM Bridge Team]
V: There are no planned improvements or increased enforcement on SR-56 or SR-36 during the closure.

1:23 **Milton Madison Bridge Tea:**

Gill: We believe the Proposed Action (Superstructure Replacement with Minimal Approaches) will be the preferred alternative based on our analysis to date. We will complete the environmental document and ensure we are following the appropriate laws. This means we will complete the environmental assessment of the other options.

In addition, KYTC and INDOT have made a policy decision to maintain one bridge at this location.

1:25 **MM Bridge Project:** Jean, we'll have a response shortly.

1:25 [Comment From Gil]
Sorry... was cut Off, but to finish my question.... could this new bridge be built in less than 10 years? Possibly as little as 5? Thanks, Gil

1:27 [Comment From SERIOUSLY?]
9 minutes is not even close. Sorry. The reality of a Madisonian traveling to Carrollton and using Markland Dam as a crossing point is a 25.2 mile difference. You can't go 25 miles in nine minutes. In reality it's 30 to 35 minutes on a good day. Each way! That is realistic, not nine minutes. So it will add an hour minimum commute time on a daily basis to Carrollton from Madison. Those Milton area that work in Madison will have to travel approximately 60 miles each way, or a 2.5 hour commute time each work day.

1:28 **MM Bridge Project:** Thanks for your comments/questions. A team member will respond soon.

1:29 **Milton Madison Bridge Team:** Gil: Funding is not available in either state's budget for the construction of the bridge. It would likely take 10 or more years for the states to set aside this level of funding. Also, any bridge on new alignment would require a right-of-way process, which can also take up to 5 years to complete, prior to construction activities.

1:29 **Milton Madison Bridge Tea:** SERIOUSLY: The nine minutes is the difference in travel times to Carrollton by the Markland or US 421 bridge, not between Milton and Madison.

1:30 [Comment From MM Bridge Team]
Jean - To address your question about the difference in bridge closure... The closure for rehabilitation was based on maintaining 1 lane traffic for the duration as was done in 1997. In order to complete the superstructure replacement, the bridge will need to be closed for approximately 12 months to demolish the existing bridge and erect the new bridge in its place. The superstructure replacement will actually be 18-24 months in length as well with pier construction being done under traffic.

1:30 [Comment From MM Bridge Team]

Jean: The decision was made to propose Superstructure Replacement because it provided the least harm to the historic resources, it could be completed in the shortest time, would qualify for the TIGER grant and was the least costly. Safety is of great concern which is why TIGER grant funding is being pursued. There have been 23 citations written for trucks coming from Indiana to Kentucky. Trucks from Kentucky to Indiana were turned around. This data is now several weeks old.

1:34 [Comment From Jean]
I see. Thank you

1:34 **MM Bridge Project:** We still have another 25 minutes left in this online session to take your comments and questions. We will conduct another live session tonight from 7:00-9:00 p.m.
Any more questions out there for the project team?

1:35 **MM Project Team:** Darrell

We certainly understand the situation and that 12 months will not seem short if you are living amongst the closure. However if action is not taken now, the bridge will have to be closed within the next 10 years. If the bridge rehabilitated, the repair work alone would require the bridge to be closed intermittently for 18-24 months. So it appears the bridge would end up closing one way or another.

During the construction of the superstructure, it is expected that over 100 workers will be employed at the bridge site. We would expect that these workers would frequent the local business in Milton and Madison for their daily supplies.

We realize that this does not solve your problem. However we hope by allowing the business owners advanced notice that they will be able to make any necessary adjustments to their business approach.

1:36 [Comment From V]
Complaints come easily with a project such as this. With so many having a vested interest, is there any plan to try to elicit positive brainstorming for creative solutions to some of these serious concerns?

1:36 [Comment From DP]
What type of boating restrictions will be in place during demolition and construction phases.

1:38 **Milton Madison Bridge Team:**

DP: We will work with the Coast Guard to develop a river traffic plan during construction.

1:38 [Comment From Bob]
This is probably not your responsibility but a little money spent to fix some of the worst curves in the road from Madison to Vevay for the increased traffic that would result from this would be a big help and a major increase in the safety. please share that with INDOT

1:39 MM Bridge Team: Bob: Thanks for your comments. We will make sure your comment gets to INDOT.

1:40 ONLINE POLL:
Do you cross the Milton-Madison Bridge every day to get to your place of employment?

Yes
(43%)

No
(57%)

1:40 [Comment From Mary]
What about all the mention of the "crumbling" of Milton Hill - are any plans under review for what will be done to get traffic off the hill?

1:41 MM Project Team: V- We are open to all ideas. Suggestions may be submitted to the website at anytime or discussed with PAG members for forwarding to the project team. We will also hold additional meetings in the future where ideas may be discussed.

1:42 Milton Madison Bridge Team: Mary: The US 421 hill is a long-range need of which Kentucky is aware. This project is not in the 6-year funding plan at this time.

1:44 MM Bridge Project:

We have 15 minutes left to take your questions and comments.

1:45 [Comment From Jean]
I have to tell you, after seeing those pictures, many as myself are very worried the bridge will not survive much longer, coupled with the fact that heavy trucks are still traveling across. What can those of us traveling both ways do to help law enforcement, as I was told Kentucky does not have enough manpower to patrol the bridge each day?

1:46 [Comment From SERIOUSLY?]
You still can't travel 12-13 miles in 9 minutes, no matter how you slice it. Please re-read my post.

1:48 [Comment From Mary]
For those from KY employed in IN the employees will need to be very tolerant on employees being late or not being able to get to work. For those, on both sides, who are unemployed and looking for jobs the possibility of getting employment would be next to nil. I would think this would have a drastic impact on unemployment percentages for both Indiana and KY.

1:48 MM Bridge Team:

SERIOUSLY: Sorry for the confusion. One distance we were discussing is between Carrollton and the two bridges and should have been 13 minutes. The other distance

we were discussing is from Madison to Markland and that distance would require 30-35 minutes to travel.

1:49 MM Project Team:

Jean - KYTC is exploring ways to increase enforcement for the weight limit on the bridge.

1:49 Milton Madison Bridge Team: Mary: Thank you for your comment.

1:50 [Comment From V]

I appreciate that the Milton Madison Bridge Team is working diligently to alleviate concerns and provide opportunities to hear and discuss those concerns with the public. There is no easy answer that addresses all the needs or wishes of those who will be impacted. I do wish there was more public involvement and more suggestions on how to help local businesses or travelers, but often it is like pulling teeth to get people to respond positively or give input. Thank you for providing another opportunity to ask questions or hear the concerns of others. I know many who are looking at creative opportunities for business growth and realize certain businesses cannot do the same. With that said, the superstructure replacement certainly appears to be the most efficient use of funding regardless, and assuming the TIGER grant goes through, it appears the smartest way to spend the money to get the crossing itself completed. Whatever else has been discussed in these bridge meetings all these years has never resolved the problem, and millions have been thrown at short-term repairs. A superstructure replacement will in fact, give a bridge where there may not be one otherwise. Thanks you again. I look forward to your next meeting or public forum.

1:51 [Comment From Mary]

You are very welcome - any ideas or help for people who find themselves with this problem.

1:51 [Comment From Jean]

One more thing. Is there a way that schedules for barge crossings can be implemented and regulated and get a folding bridge (this was mentioned earlier, not sure what they are called), this way the 10,700 cars can have a much quicker, more economical and safe way to utilize the 1 year the bridge will be closed. Could this be an option possibly. It is effecting many more schedules and businesses of automobile drivers than barge owners, don't you agree?

1:53 MM Project Team: V- We appreciate your participation. Thank you for comments and insights.

1:53 MM Bridge Project: We'll have a response for you shortly, Jean.

1:54 [Comment From Tom]

How many semis traveling north across the bridge continue north or go east or west after crossing the bridge?

1:54 Milton Madison Bridge Team: Mary: Construction of the bridge is expected to create about 1400 jobs over the two-year period. We understand that construction is not everyone's field, but it should have some positive impact.

1:55 [Comment From Employer]
Mary, from an employer's standpoint, the employee is responsible for being punctual. Times of flooding, accidents or other unforeseen problems are taken into account. This bridge closure is not unforeseen.

1:56 **MM Bridge Project:**

We have a few minutes left in this session for your comments and questions.

1:56 **MM Project Team:** Jean - If floating bridges or ferries are used, the schedules would be coordinated so that it does not create safety problem for all.

1:56 [Comment From Mary]

Jean - do a Google search on floating bridges there are a multitude of sites showing the way they operate, particularly those with the Army Corp of Engineers. Seems the states would prefer this over two ferries attempting to transport this amount of traffic. The sites have a lot of pictures showing how the bridges operate showing how barge traffic can be handled.

1:58 **MM Bridge Team:** Tom: Based on the origin-destination study, 8% of the trucks crossing the bridge northbound travel east on SR 56. Another 16% continue west on SR 56 past the state park. Most of the others head up the hill in Madison to the bypass or farther north. Additional information on traffic is presented in the Needs and Deficiencies Report, available on the project website.

1:58 [Comment From Jean]

Thank you Mary and project team. I think most would be in favor of floating bridges, as I am sure more volumes of autos could flow across versus ferries. Please give the people a voice on this when the time comes.

1:59 **Milton Madison Bridge Team:** Jean: Thank you for your comments.

1:59 **MM Project Team:**

To everyone on line,
We have about 1 minute left. Any last questions?

2:00 [Comment From Tom]

Back to my earlier question....has any of the team members driven a semi across the bridge?

2:00 **MM Project Team:**

Tom - No we have not.

2:01 **MM Bridge Project:**

Thank you all for your participation in this session of our online forum. The project team will be back here tonight from 7:00-9:00 to take more of your comments and questions.

2:04 [Standby] Please join us back here tonight from 7:00-9:00 p.m. for another session of

the Milton-Madison Bridge Project's live online forum.

7:03 [Comment From Guest]
Tim

7:03 [Comment From Gil]
I am in the trucking business and NO I have not driven across the bridge, loaded or unloaded. It causes excessive extra expense and it seems like it will for several years. Maybe I should consider giving up trucking and going into the construction business or maybe the KYDOT and INDOT should consider trying to help the local trucking businesses by giving the jobs for trucking to the local companies.

7:05 **MM Bridge Project:** Welcome

7:06 [Comment From MM Bridge Project]
This is Aaron

7:07 **Milton Madison Bridge:**

Gil: Please stand by for a response. Thanks.

7:09 [Comment From MM Bridge Team]
Gil, We realize that this action is going to be a major inconvenience to you. However the proposed action of Superstructure Replacement with minimal approaches provides the only realistic opportunity for KYTC and INDOT replace the bridge in the immediate future.

7:11 **MM Bridge Project:** Does anyone have a question for the project managers?

7:11 [Comment From Jo]
How would the ferry system work? How could it accommodate all the people that cross the river every day? I drive across twice daily to get to work and home from the hospital.

7:12 **Milton-Madison Bridge Team:** Jo: We are still working on the details of the Ferry Service. We hope to have details by the next public meeting.

7:14 **Milton Madison Bridge:**

Jo: The next public meeting is tentatively scheduled for January 2010.

7:15 [Comment From Jo]
so the ferry service is the only option? I have heard that there could be up to an hour wait for the ferry. I have a 45 minute drive to work as it is. If I had to wait another hour to get across the bridge it would be just as fast to go to Markland.

7:17 **Milton-Madison Bridge Team:** Jo: We don't know yet what the wait might be. We are still investigating the possibilities and until the number of ferries and the size of the ferries are determined we will not be able to answer this question.

7:18 **MM Bridge Project:** Does anyone else have a question or comment for the project

managers?

- 7:18** [Comment From Road Star Ventures]
So why can't KYDOT and INDOT make first offer to the trucking jobs that become available to local trucking companies that are the ones being hurt economically, if they qualify and do the work to minimize their losses?
- 7:18** **Milton-Madison Bridge Team:** Jo: The ferry service would not begin until early in 2011.
- 7:19** [Comment From Jim]
10,000 cars per day.
- 7:21** **Milton Madison Bridge:** Road Star Ventures: We will be using Federal monies for the project, so we will not be able to favor one area over another for employees on the project. The 2-year construction period is expected to create about 1400 jobs related to the project.
- 7:22** **Milton Madison Bridge:** Jim: Did you have a question about traffic?
- 7:24** [Comment From Mary]
I have walked around a "right of way stake" on my property since 1995. My driveway has been destroyed and the state claims immunity due to the fact that they were on their "right of way". I can't recover what I have lost and I will be stuck in my driveway with no way to get out due to backed up traffic waiting for cars to load ferries. Is there a point where any state cares more about people and helping them during these times than they care about not disrupting the environment of some stupid mouse (for Pelosi) or about some stupid fish in California that is causing shortage of food to people - not just here - but in the whole US?
- 7:25** **MM Bridge Team:**

Mary: Thank you for your comments. INDOT and KYTC are attempting to balance the needs of many diverse environmental and community factors.
- 7:27** **MM Bridge Project:**

Please feel free to submit your comments or questions for the Milton-Madison Bridge Project managers.
- 7:28** **MM Bridge Project:** Below is an image showing what the proposed superstructure replacement bridge might look like.

7:28



7:31

[Comment From Kenneth Surret]

Will the Madison approach eliminate the car lots and the sex shop and will there be a ramp over Fillin' Station Liquors?

7:31

[Comment From Road Star Ventures]

I wish I could express some surprise that the monies for the project will take care of the unions and out of state jobs. Maybe all truckers should become construction workers then anybody crazy enough to stay in trucking, pay the outlandish trucking fees could at least have a chance to make some money as long as they can wave a flag for 2 years. And if then maybe the out of area workers could pay the additional taxes that will be needed for this project. When, of will, you all ever get a clue of what it is like in the "real" world. Maybe if you lose your jobs and wind up in the same situation as you are putting the rest of us in?

7:33

ONLINE POLL:

Are you a resident of...

Trimble County, Ky.

(20%)

Jefferson County, Ind.

(60%)

Other Ky. county

(20%)

Other Ind. county

(0%)

7:33

Milton-Madison Bridge Team: Kenneth: The approach work on both sides will be limited to the area immediately off the bridge abutment. We will not be touching the car lots or Fillin Station Liquors

7:34

Milton Madison Bridge: Road Star Ventures: We appreciate your concerns and your situation. We are doing our best to replace the bridge as quickly as possible and minimize the impacts to the area. Unfortunately, Federal law will not allow us to dictate who the employees will be on the job. It's difficult for us to say at this point how much material will come in by barge and how much by truck.

7:34

[Comment From Mary]

You are welcome for my comments. You were also welcome to use my property since pre-1950 as your access for Milton Hill. While I watched my hill slide after you admitted to breaking the limestone shelf and shifting my hill that leads to my house at least 3 feet you are also welcome for the months it took me, by myself, to plant vetch to attempt to slow the sliding at \$65.00 per pound for seed. And you are welcome for taking your loaded trucks through my driveway and causing it to have to be broken up and repaved - any more I can do to help, please let me know.

7:36 MM Bridge Project: Does anyone else have a question for project managers relating to the Milton-Madison Bridge Project?

7:36 Milton Madison Bridge: Mary: We will be back with you shortly...

7:38 MM Bridge Team:

Mary - We certainly understand your situation with Milton Hill. However this project is a bridge replacement project and will not address Milton Hill. Please feel free to contact Matt Bullock in our Louisville District office regarding the problems with Milton Hill as it affect your property. His phone number is 502 210 5400

7:41 [Comment From kenneth Surrect]

I have lived on Park Avenue in Madison for over 30 years and have heard about a new bridge for the whole time. I have heard about all the different approaches and know people that are hanging onto property because they think some day the bridge is coming through and they will be rich. And here in 2009, people are still talking about a new bridge. My grandsons will be talking about a new bridge being built 20 years from now probably. It is time to quit sitting around tables and wasting millions of dollars and do some work for a change.

7:41 [Comment From OH MY]

I find it impossible to believe that after 15 + years of surveys and expense to the taxpayers in this community that you can't offer some sort of influence on getting jobs for the area to the people in the area who will be inconvenienced and have to pay the price for the project. It is indeed a SAD, SAD situation being run by the kind of cold government we have all come to expect and some you expect us to respect.. SHAME on each and every one of you who will not at least come to our defense and try to help and more shame to our representative Rick Rand who co-sponsored cigarette tax increase and other taxes. Like it or not like it, smoke or don't smoke - tobacco is part of the heritage of Trimble County and put food on the tables, clothes on backs and provided education for most of Trimble County - Rick Rand is not excluded from that!!!

7:46 MM Bridge Project: Does anyone else have a question or comment relating to the bridge project?

7:46 MM Bridge Team: Kenneth - KYTC and INDOT are working hard to make a new bridge a reality by February 2012. We are competing with communities across the country for TIGER grant funding, but we believe we have a good chance of winning. When it comes to TIGER grants, priority is given to projects that can complete construction by February 2012. Superstructure replacement, with minimal work on the roads leading to the bridge, is the only alternative that would allow us to meet that

deadline.

- 7:47** [Comment From Mary]
I have contacted KYDOT concerning my hill and have been told it isn't their problem since they were on their right of way when they broke the shelf that has caused my hill to slide. The bridge project will affect my property as I will be unable to get out of my driveway once the construction begins because traffic will be backed up while they are waiting for the ferries to load.
- 7:47** **MM Bridge Project:** A TIGER Grant is a type of federal stimulus money available as part of the American Recovery and Reinvestment Act of 2009. TIGER (Transportation Investment Generating Economic Recovery) Grants are competitive and sought by communities across the country. KYTC and INDOT are applying jointly for \$95 million toward the estimated \$131 million cost of superstructure replacement with minimal approach work. Both states would split equally the remaining cost.
- 7:48** **MM Bridge Project:** Standby for a response to your comment, Mary.
- 7:48** [Comment From Jim Smitley]
Could you have local people (a percentage of the total work force) guaranteed a job on the bridge project
- 7:49** **MM Bridge Team:**

Mary: The ferry service is still being planned, but we will make every effort to minimize delays and back-ups on regional highways. If the state has caused damage to your property, you certainly may file a claim. You can contact Susan Chaplin at KYTC at 502 210 5400.
- 7:49** [Comment From V]
Has there been an agreement by SHPOs as to whether or not the period of significance has been extended?
- 7:50** [Comment From Kenneth Surret]
mm bridge team. Talk is cheap, what if the Tiger grant fails, 'THEN WHAT' More surveys, more sitting around tables? Maybe we need to have fund drives, dinners, auctions and set up contribution cans in stores to raise \$300,000,000.00 for a real bridge!!!!
- 7:51** **Milton-Madison Bridge Team:** V: Yes there has been an agreement that the period of significance will be extended for this project.
- 7:51** [Comment From Mary]
Kenneth - No, there are no riches to owning property. The state will simply make an ACV offer on your house. If you don't accept it they will merely bring in their bulldozers and claim their right of way and force you out. Don't be fooled into believing anybody except the state will profit from this. We could have had a bridge already built with the money they have spent on surveys, inspections and meetings on "now what do we do?????"
- 7:51** **Milton Madison Bridge:**

Jim: If the project moves forward using Federal monies, the laws prohibit us from favoring one area over another for employees on the job. It would be up to the selected construction contractor to hire employees. The 2-year construction period is expected to generate about 1400 jobs in the area.

7:51 MM Bridge Team: Oh My - By accelerating this project and using the TIGER Grant we expect that the 2-year construction period would create about 1400 jobs related to the project.

7:54 [Comment From Tom]
Has there been a study on how many people cross the bridge from KY solely to shop in Madison? Are not many of these people also working in Madison and will still be coming to Madison (one way or another) to work...and therefore will be here to continue shopping? Or is there expected to be a large group of people who quit their employment once the bridge is closed?

7:55 [Comment From Jim Smitley]
I remember the last time the bridge was overhauled, the people then stated the life expectancy of the overhaul and roadway bed would be 50 + years. So are we using the same people to develop the new bridge?

7:55 MM Bridge Team: Kenneth - If the TIGER grant is unsuccessful, KYTC and INDOT would then pursue funding for the Superstructure Replacement from their existing revenue sources.

7:56 Milton Madison Bridge: Tom: We have not done any studies about shopping patterns for the two counties. Employment data indicates that about 700 Trimble County folks commute to Jefferson County. About 1200 Jefferson County residents commute to Kentucky.

7:57 MM Bridge Team:

Jim: The 1997 rehabilitation was designed to extend the life of the bridge by 10-15 years. The rehabilitation project was completed by a different consultant team.

7:58 [Comment From Mary]
Since 3 engineers from Frankfort have come to my house, acknowledged the damage done and claimed the state is exempt for any damages done due to their negligence I find it hard to believe I can call Matt or Susan and get a different response than I have already gotten but thanks for your concern. While it may not seem like it to you this will all done in relation to preparing the replacement/repair to the MM bridge. No more from me on this subject as it is a mute subject. I don't have the money to fight the state of Kentucky over the loss of my home.

8:00 MM Bridge Project:

Anyone else have a question or comment for our project managers?

8:00 [Comment From Jim Smitley]

So correct me if I am wrong! We will still have to use the basic approach from the Indiana side (2nd street to main)

8:00 [Comment From Tom]

Where and when was the last bridge project handled by this team?

8:01 **Milton Madison Bridge:** Jim: The approach will be the same on both sides of the bridge. Only the bridge itself will be replaced.

8:02 **MM Bridge Project:** Standby for a response to your question, Tom.

8:03 [Comment From Tom]

IF there was a UNIQUE concept that allows for a much safer approach AND does NOT take private land to make a reality...would the team consider it?

8:04 **Milton Madison Bridge:** Tom: The KYTC and INDOT regularly work together on bridge projects. The last two major projects were the Owensboro Bridge and the Louisville Bridges. The Wilbur Smith Associates/Baker consulting team has worked on projects together throughout the US.

8:04 [Comment From Jim Smitley]

Holy Smoley! I thought the new bridge would improve the approaches. No wonder you seem to be saving more money. Back in 77 or 78 the flood almost got the Milton approach

8:05 **MM Bridge Team:** Tom: The project team will consider any and all alternatives suggested. In addition to safety and right-of-way acquisition, the team must consider historic resources, endangered species, and many other factors in the decision-making process.

8:06 [Comment From Dave]

Let's build the approaches now.

8:06 [Comment From Dave]

Let the bridge fall down.

8:06 **MM Bridge Team:** Jim and Dave: While there is a need on both sides of the river to address mobility and flooding issues, the primary purpose of this project is to address the functionally obsolete, structurally deficient bridge.

8:06 [Comment From Tom]

Where would one share an idea...if they don't want to share in public?

8:06 **MM Bridge Project:** Minimal changes would be made to the roads approaching the bridge under the proposed superstructure replacement. The new bridge would be designed so that it is compatible with any future approach work, which remains an objective of KYTC and INDOT. Each state would develop improvements on the bridge approaches through individual project development processes, based on availability of funding. Building new approaches to the bridge would infringe on the historic districts. It would also require buying property in Milton and Madison, which can take several years to accomplish.

- 8:07** [Comment From Dave]
Put back the ferry, permanently.
- 8:07** **MM Bridge Team:** Tom: If you would like to make a comment privately, you can email Andrea Clifford at andrea.clifford@ky.gov
- 8:08** [Comment From Kenneth Surret]
They have been talking about the bridges down at Louisville for about 20 years. Looks like all this idle chatter is contagious. We all need to become engineers, environmentalists or bridge consultants that sit around tables and are a think tank that eats donuts and consumes a lot of coffee!!!
- 8:08** [Comment From Dave]
Put the trucks back on the trains. Close the power point. Live like we did in the 1920s.
- 8:08** [Comment From Tom]
Can you identify the MOST RECENT bridge built with Wilbur Smith Assoc/Baker?
- 8:09** **MM Bridge Project:** Thanks, Tom. We're working on a response to your question now.
- 8:11** [Comment From MM Bridge Project]
Tom - Michael Baker has been the designer of several Ohio River crossings, including the Cable-Stay Bridge at Maysville, and most recently design a tied arch at Blennerhassett Island in West Virginia.
- 8:13** **MM Bridge Team:**

Kenneth - They have been talking about the bridges in Louisville for over 40 years. If we are successful with TIGER Grant, Milton and Madison will have new bridge long before Louisville.

PS I neither drink coffee nor eat doughnuts. My mother told me that they were bad for me. 😊
- 8:14** [Comment From Tom]
when and where was the last time these folks replaced an existing bridge, using the same piers, same approaches, like they want to do here?
- 8:15** [Comment From TK]
Well, I'm going to say, that I for one am grateful to the folks at WSA, the PAG groups and all others involved. They have put in an unbelievable amount of work to get us to this point; this team has bent over backwards to get public input and, now we actually have the opportunity to have a new bridge by 2012! Yes, we've been talking about a bridge for 40 years, do we want it or not? GO FOR IT!!!
- 8:15** **MM Bridge Team:**

Thanks, TK!
- 8:16** [Comment From Tom]

In fairness...if you TRULY want public feedback (not just praise)...shouldn't you "thank" all comments...even those that are critical???

8:17 MM Bridge Project:

Thank you, Tom. We are working on a response to your previous question now.

8:17 [Comment From Jim Smitley]

OK Thanks for listening to us and our concerns. You have my thumb up!

8:18 [Comment From MM Bridge Project]

Tom - Every bridge project is unique. Existing piers are re-used whenever possible especially on river crossings where pier construction costs are more significant. Wilbur Smith and Baker do not construct bridges, they plan and design bridges. The project will be awarded to a qualified bridge construction contractor.

8:19 MM Bridge Team: Thanks, Jim.

8:21 [Comment From Mary]

As the state destroyed my driveway, caused my hill to slide and did damage beyond repair they did not ONE TIME ask my opinion, give me any type or survey or even show any concern over the damage they have done to my property. So thanks to all who said this is a wonderful plan - perhaps you can come help me plant some vetch on my hill or repave my drive - the state is certainly not taking any responsibility and if there is a new bridge it will do me little to no good since my house will be in the Ohio River before they are through to me. Go MM team and thanks for your concern....

8:21 [Comment From V]

Thanks for the smiley face, Aaron. My sentiments exactly, TK! Thanks to all other responders. My question: Considering how many bridges need help on major waterways, does Kentucky see the need to push this project over other projects, and if so, is it because of the condition of the bridge itself? Seems Kentucky is really going out on a limb considering all the other bridges in need. Does this project look like it might come out ahead (with a TIGER grant) because it CAN be "superstructured" in a timely fashion, therefore giving them one bridge completed?

8:23 MM Bridge Project: Thanks, V. We will respond shortly.

8:24 MM Bridge Team: Of the thirteen Ohio River Bridges between Kentucky and Indiana, the US 421 bridge got the lowest rating. On a 100 point scale, the Milton-Madison Bridge got a rating of 6.5 based on geometry, structural condition, and additional evaluation factors.

Kentucky only submitted three applications for a TIGER grant. We believe this bridge is a priority and that we have a good chance to win funding. FYI, the TIGER grant application that was submitted is available on the project website.

8:25 MM Bridge Project: Here is the link:

<http://www.miltonmadisonbridge.com/news-center.aspx>

8:27 MM Bridge Project: Does anyone else have a question?

- 8:27** [Comment From Dave]
So.. what kinda bridge is fastest and cheapest to build and maintain?
- 8:28** [Comment From V]
Thanks for the link about the grant app online. So if Kentucky submitted three, how many did Indiana submit, since they, too, are part of this same project?
- 8:28** [Comment From Road Star Ventures]
Will the state hire the ferry service or will that be contracted out for bid?
- 8:29** **MM Bridge Team:** V: We don't have a representative from INDOT on the phone at the moment, but we can get back to you later.
- 8:30** **MM Bridge Project:**

Standby - we will respond to your questions shortly.
- 8:30** **MM Bridge Team:**

Road Star - We do not know yet. This decision will not be made until early next year.
- 8:30** [Comment From MM Bridge Project]
Dave - For Superstructure Replacement, only tied arches or trusses could be constructed. A single tied arch would be less expensive and faster and would require less maintenance than a truss bridge. As a result of public preference the proposed action is to replicate the existing truss as much as possible.
- 8:30** [Comment From V]
Thanks. If Kentucky feels it has a good chance, Indiana must as well.
- 8:32** **MM Bridge Project:** We have 30 minutes left in our live forum to take your questions.
- 8:33** [Comment From Road Star Ventures]
As part of our business we have 15 passenger van. In a local newspaper report an article indicated they could only take a 15 vehicle load across the river. At the last meeting a question was brought up concerning the elderly being taken across for prescriptions etc. We could provide services for the elderly as well of consolidated groups of people going to the same general work and shopping area. For every van load of 15 we save the state on ferry load back and forth and also reduce the backup of vehicles 12 to 15 per trip. Who would we need to contact to help provide these types of services?
- 8:34** [Comment From Dave]
Thanks. So, how many cars per day do you intend to carry?
- 8:36** **Milton-Madison Bridge Team:** Dave: We are still doing the investigation into ferry operations and will get this information out at the next public meeting. The ferry would not begin operation until early 2011
- 8:40** [Comment From OH MY]
From what I am reading so far, it seems that after all this time nobody really has a clue or a plan set in motion and it will be 2011 before we have any answers? Am I correct in

that assumption?

8:41 MM Bridge Team: Road Star Ventures - We do not know yet how this is going to be handled. We should know by the end of the year. Please get back in touch with us and we can let you know if this will occur as part of the project. Also, some entrepreneurial firm could offer these services in accordance with state laws and local regulations.

8:42 Milton-Madison Bridge Team: OH MY: There is a plan in motion. We are working to get a Superstructure Replacement completed and open to traffic by early 2012 using the money generated by the TIGER grant. The bridge construction would start in spring of 2010 with the bridge closing for about 12 months in early 2011 when the ferry would be in operation. We'll know about the ferry details well in advance of closure.

8:43 [Comment From Road Star]
Thank you - you have our email address from the last meeting should you have any questions. We will check with you at the next meeting on when we should get back with you and who we need to contact.

8:43 [Comment From Tom]
If the plan proceeds...how many days in 2010 can we expect the bridge to be closed?

8:44 [Comment From Mark]
As the Bridge previously stated, the bridge received a 6.5 rating. I'm concerned that a partial fix (just superstructure) is only a partial solution and we will still have low rating (not a low as now). Without correcting the APPROCHES you only fix that particular problem. The big truck will still end up in the river from time to time on the Milton side and they still have to snake through downtown Madison on this side. What assurance do we have that the approaches will be fixed in a timely manner???

8:45 MM Bridge Project:

Thanks for your comments, Mark. We're working now to answer your question and will post a reply shortly.

8:46 MM Bridge Team: Road Star - Sounds like a good plan. We should have more details worked out then. Are you based in KY or IN?

8:47 MM Bridge Team: Mark: The 6.5 sufficiency rating is based on the bridge structure itself, not its approaches. There is no approach work planned or scheduled in either state; however, the mobility issues were identified as substandard in the Needs and Deficiencies Report for this project.

8:47 [Comment From MM Bridge Project]
Tom - We anticipate that the bridge will be closed in early spring of 2011 for a period of approximately 12 months. It is possible that the bridge may require maintenance prior to construction causing additional closures, but details are not available at this time.

8:47 [Comment From Road Star Ventures]
We are based in Milton KY 1/2 mile from the bridge on 421 with available parking for vehicles.

8:48 MM Bridge Team:

Road Star Ventures - Thanks for information.

8:49 MM Bridge Project:

We have about 10 minutes left - anyone else have a question for the project managers?

8:49 [Comment From Mark]

Thanks for the answer. 1) So how does a needs and deficiencies report help the process along? 2) Does approach work have to be a joint effort between states or can they proceed separately?

8:52 MM Bridge Team:

Mark: Before a state can formulate a project, they need to begin to understand the problems with the existing transportation system. The Needs and Def Report can help INDOT with this first crucial step. Because an approach improvement project is contained within the state, it would be carried out by the individual DOT.

8:53 [Comment From Dave]

If we need a new bridge, let's build it now. I doubt they are getting much cheaper.

8:53 [Comment From Road Star Ventures]

You are welcome and we hope to be of as much assistance as we can. This is going to be a major project and the idea should be put forth to the board as a possible resolution to minimize the inconvenience to KY and IN residents. We are prepared to provide 24 hour service. We are registered with the state of KY as per our USDOT authorities and 48 state authorities with our own ICC number so we are legally available for commercial transportation needs which, of course, entails our van service. Thank you.

8:54 [Comment From Mark]

Thanks again. So at this time the approach work is not even being considered part of the project? At the last meeting

8:54 [Comment From Mark]

Sorry, let me try again

8:55 [Comment From Mark]

Ahhhhhhhhh, so at the last meeting I saw a layout showing approach replacement with a superstructure replacement. Was this for info only ?

8:56 MM Bridge Project:

Thanks Mark. We'll have an answer for you in a minute.

8:58 MM Bridge Team: Dave - Because of the federal process that we are required to follow, we are moving as rapidly towards construction as we can. The project will have started construction in June 2010 with completion of construction scheduled for early

2012.

8:59 MM Bridge Project:

We have about two minutes left. Any other questions?

8:59 MM Bridge Team: Mark: With the Proposed Action (Superstructure Replacement with Minimal Approaches), the approaches to the bridge are not considered as a part of this project. The fact that this alternative does not require new right-of-way makes it eligible to meet the deadline imposed by the TIGER Grant.

The Superstructure Replacement with Full Approaches is a separate alternative being evaluated by the team. As part of the NEPA process, we have evaluated 16 different alternatives. These were narrowed down to five alternatives (described in the Initial Location Alternatives Screening Report) which have been further developed in some detail.

Of the five alternatives, Superstructure Replacement with Minimal Approaches is the Proposed Action because it has fewer impacts on historic resources, parks, homes, businesses. It also allows us to build a new bridge sooner.

8:59 [Comment From TK]
Thanks WSA!!


8:59 [Comment From Mark]
Last question, how will the superstructure be removed? cranes, explosives ?

9:00 [Comment From Mark]
Thanks for the good answers. good night.

9:01 [Comment From MM Bridge Project]
Mark - We will be working with the United States Coast Guard to determine acceptable means of demolition. The contractor will be required to submit a demolition plan to the Coast Guard.

9:02 MM Bridge Project: Thanks to everyone for participating in the Milton-Madison Bridge Project's live online forum. Your comments and questions are always welcome. Please visit the project Web site, www.miltonmadisonbridge.com if you would like to ask additional questions.

9:02



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