

REFLECTIONS

PROJECT KICKOFF

Welcome to the Milton-Madison Bridge Project, a cooperative effort between the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT).

For decades, the people of Milton, Kentucky, and Madison, Indiana, have coped with the community's narrow, outdated US 421 bridge. The Milton-Madison Bridge Project plans to address those issues by rehabilitating or replacing the existing span with an affordable bridge that safely connects the two historic communities.

KYTC and INDOT are united in the effort to keep both communities well-informed as the project progresses. To be financially responsible, KYTC and INDOT will maintain only one bridge at the conclusion of the project.

PUBLIC INVOLVEMENT

One of the ways the Milton-Madison Bridge Project plans to engage the public is through its Project Advisory Group (PAG). On October 9, the PAG held its first meeting with project representatives at Madison's Brown Gym. The PAG is a group representative of project stakeholders, such as property and business owners, and local interest groups. "PAG members are responsible for taking information on the project back to the group they represent," says Rob Martin, KYTC's Project Manager. PAG members were chosen by community leaders and project managers.

Electronic preference polling will be used at the first public meeting for the Milton-Madison Bridge Project, expected sometime in early 2009. Each attendee will use a small electronic keypad to give immediate input on bridge characteristics. The purpose of the polling is to gauge public likes and dislikes so the list of choices can be refined.



PROJECT OUTCOMES

Before recommending a bridge type for construction, all reasonable alternatives must be evaluated. For this project, potential alternatives include:

- 1) The option to do nothing
- 2) Rehabilitating the existing bridge
- 3) Replacing the existing truss bridge on its original foundations
- 4) Building a completely new crossing at a new location.

"Each option has some benefits and consequences, and we'll be taking a closer look at that," says John Carr, Project Manager. The deficiencies of the existing bridge and the rehabilitation efforts that would be required are currently being studied and will be presented at PAG meetings later this fall.

Part of this study includes consideration of building a new bridge at a new location. To identify potential new locations, data will be gathered regarding traffic operations, environmental and historic/archeological constraints, engineering feasibility and cost in addition to input from the PAG, the public, and local, state and federal agencies. The final location will be selected through a screening process that will be explained and presented to all the project stakeholders through the PAG and public meetings.

Initial project goals include:

- Building consensus with the public and resource agencies
- Selecting a bridge location
- Identifying an affordable bridge type
- Completing a sound federal environmental report



NEW WEB SITE

The project's Web site is currently under construction; however, basic project information is available at the site, MiltonMadisonBridge.com. "The Web site is designed to grow with the project," says INDOT Project Manager Steve Smith. "We think it will be a great resource for the community." The site will contain a project overview, historic and environmental information, meeting summaries and contact information. The Web site's project news center will post frequent project updates and will eventually house the project's public documents. MiltonMadisonBridge.com will be fully functional in the coming weeks.

MAKING CONNECTIONS

If you have any comments or questions, please contact:

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MEET THE PROJECT TEAM



Rob Martin, the Milton-Madison Bridge Project Manager for KYTC, has been with the cabinet for over 23 years. He's worked in KYTC Districts 4 (Elizabethtown) and 5 (Louisville). Rob transferred to KYTC's Central office in 2004. His job duties have included District Permits Engineer, Resident Engineer and Branch Manager for Roadway Engineering. He is currently Deputy

Executive Director for Project Development, administering KYTC's pilot program for Design-Build Projects.



Steve Smith, the Milton Madison Project Manager for INDOT, is a Transportation Planner with 30 years of experience in state, regional and urban transportation studies. He is the Manager of INDOT's Office of Urban and Long-Range Planning. Steve is responsible for INDOT's Long-Range Transportation Plan, Corridor Planning and Subarea Studies and coordination with

the state's Metropolitan Planning Organizations, Rural Planning Organizations and local communities.



John Carr is Vice President for the Kentucky Division of Wilbur Smith Associates (WSA), a 1,000-employee international consulting firm. Wilbur Smith Associates specializes in Transportation Planning, Design, Traffic Engineering, and Environmental and Economic Studies. Before joining WSA, John served as KYTC's Deputy State Highway Engineer for Intermodal Programs.

Throughout his tenure in this position, as well as throughout his entire 36-year career, John has provided management and engineering expertise, particularly in the area of transportation policies for planning and environmental issues.

BRIDGE TYPE SELECTION

The goal of the Bridge Type Selection process is to recommend up to three affordable bridge alternatives reflecting community preferences. Initial bridge concepts and design elements will be shown at the first public meeting in early 2009. Public input will be considered throughout the decision-making process by KYTC and INDOT.

Bridge Type Selection occurs in three steps:

- 1) **Preliminary Illustrative Concepts:** Public preference polling will be conducted to get input on approximately 18 computer-generated images showing bridge characteristics, such as height, type and symmetry. These characteristics will be applied to replacement alternatives and new construction.
- 2) **Preliminary Alternatives:** Polling results, cost and constructability will be factored to narrow the Bridge Type Selection to six alternatives. Electronic polling will again be used to measure public preference.
- 3) **Final Alternatives:** Polling results and other evaluation criteria will be used to narrow the bridge types to no more than three alternatives.

WHAT IS SECTION 106?

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires federal agencies to take into account the effects that federally funded projects have on historic properties that are included in or eligible for the National Register of Historic Places. The National Register is a list of districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology and culture.

The purpose of Section 106 is to balance historic preservation concerns with the needs of federal undertakings. This review process ensures that federal agencies identify any potential conflicts between their undertakings and historic preservation and resolve any conflicts in the public interest. Section 106 does not require the preservation of historic resources, but it does require that their historic values be considered in weighing the benefits and costs of federal projects.

