



SUMMARY
MILTON-MADISON BRIDGE
Section 106 Revised Effects and Mitigation Meeting
Clifty Falls Conference Room &
Conference Call/Web Meeting
December 7, 2010, 10:00 a.m.

Meeting attendees included the following:

Greg Sekula, Historic Landmarks Foundation of Indiana
John Staicer, Historic Madison Inc
Rhonda Deeg, Madison Main Street Program
Linda Lytle, Madison Convention and Visitor's Bureau
Michele Curran, National Park Service (phone)
Betsy Merritt, National Trust for Historic Preservation (phone)
Carol Legard, Advisory Council for Historic Preservation (phone)
Vickie Young
Jan Vetrhus
Patrick Cunningham
Wayne Kyle
Camille Fife
Casey Bloos, WORX radio
Peggy Vlrebome, Madison Courier
Don Ward, RoundAbout Madison
John Carr, IN SHPO
KY SHPO: Wes Stoner and Craig Potts
KYTC: Susan Neumeyer, Amanda Abner, David Waldner, Tim Foreman, and Andy Barber
INDOT: Kevin Hetrick, Patrick Carpenter, Will Wingfield (phone), and Jennifer Jansen (phone)
FHWA KY: Anthony Goodman, Greg Rawlings, Ian Chidister, and John Ballantyne (phone)
FHWA IN: Michelle Allen and Eryn Fletcher (phone)
Wilbur Smith: Harry Fox, John Carr, John Mettille, Samantha Wright, and Rebecca Thompson
Michael Baker: Aaron Stover and Mike Baron
Doe Anderson: Kathy Francis

John Carr opened the meeting, introducing participants and thanking attendees for their role throughout the project. Five MOA commitments have been completed or are ongoing currently: offering the truss for relocation, restoring the 1929 film, using innovative design-build contracting techniques, assembling HAER documentation of the bridge, and continuing archaeological investigations in Milton. Susan Neumeyer provided an update on the archaeological investigations in Milton: trenches have been dug and some historic timbers and other artifacts were uncovered. Consultation with the KY SHPO is ongoing.

John Carr described Walsh's proposed construction process, displaying renderings of key components of the process. The first bridge closure will likely occur in July 2011, routing traffic along the temporary

connections to access the existing bridge. The second five-day closure will happen sometime in September 2012. We are working to create a video that will illustrate this process for the January 2011 public meeting in Milton.

- Wayne Kyle: How will the traffic connect to the ramps from KY 36 and US 421 on the Milton side?
- John Carr, WSA: Coming down the hill, drivers will go straight along Ferry St and make a left onto the bridge. From Carrollton, we're still working on the configuration of the KY 36/Ferry Street Intersection, but drivers will make a right then a left onto the bridge. Walsh will provide a Traffic Management Plan to detail how traffic will flow. The 15 ton weight limit will remain in place on the temporary structure. The turn onto the bridge in Milton is pretty tight. We aren't looking at any change in traffic using the bridge today.

- John Staicer: Step 4 says new approaches are going to be constructed but we were told the Superstructure Replacement alternative doesn't include any approach improvements.
- John Carr: These refer to the approach spans – part of the new bridge – this is not improvements to the approach roadways.

- Camille Fife: Will the construction shown in July work around the Regatta?
- John Carr: The Regatta will be relocated downstream for two years. No work will be going on during the Regatta weekend.

- Greg Sekula: One mitigation measure was to offer the existing bridge for relocation. Does this strategy change that since the existing bridge will still be used during construction?
- John Carr: The bridge has been offered on the INDOT website and no one came forward to express interest in it. It was on the website for 60-90 days in the spring of 2010.

- Craig Potts: How does the pushing/pulling work? On barges or from the bridge itself?
- Kathy Francis: It is computer-controlled hydraulics controlling the motion.
- John Carr: The Capilano Bridge project used something similar. A link to a video is on the project website. In San Francisco, there were giant cranes on rails pushing the bridge into place. As we get more details, we will put that information on the website.

- John Staicer: Are they planning to use a 24-hour/day work cycle?
- John Carr: Walsh is planning 8 to 12-hour shifts during daylight hours at this point, unless something happens beyond the control of the contractor that would require them to meet schedule.

- Wayne Kyle: Will there be delays due to construction on the existing road?
- John Carr: We aren't anticipating any significant delays; traffic flow will almost be normal compared to the existing bridge. There may be short term closures if they are doing something critical during demolition (e.g. blasting). If there are closures, we'll get that info out ahead of time to the media.

- John Staicer: Where are the staging and materials storage areas going to be?
- John Carr: One staging area is on the Milton side and another will be in Jaycee Park in Madison. The truss would be constructed on barges on the Kentucky side.

- Jan Vetrhus: When can we expect to see Walsh’s Traffic Management Plan?
- John Carr: Their subcontractor, Burgess and Niple, is working on this plan as we speak. KYTC, INDOT, and the Baker/WSA team will have a chance to review and comment on it.
- Jan Vetrhus: Will the local police be able to review and comment on it too?
- John Carr: We’ll coordinate with them. I would anticipate them seeing the plan in late winter.

- Jan Vetrhus: There was originally going to be a web camera during construction – is that still planned?
- John Carr: It is scheduled to start in January. We are having discussions right now on the best location to mount it.

- John Staicer: Where will the Madison temporary approach touch down along Vaughn Drive?
- John Carr: It will land west of Ferry Street, close to the Riverboat Inn. It will be west of the existing culvert. Vaughn Drive will be closed during the construction period; that closure was always part of the plan.
- Camille Fife: Will there be access to the Inn?
- John Carr: Yes, that shouldn’t change. You won’t be able to drive along Vaughn Drive under the bridge.

- Jan Vetrhus: Will we be able to see a graphic of the Madison side?
- John Carr: Yes.

John Carr explained the revised construction effects: changes in traffic patterns, temporary visual effects, noise and vibration due to the new construction strategy, and impacts to archaeological resources. During the closure, the ferry service will be reduced to only provide crossings for emergency service vehicles. Walsh will provide a Traffic Management Plan; our analysis shows we can make the traffic flow work without major congestion in Madison or Milton.

- Camille Fife: Pile driving won’t occur 24 hours per day?
- John Carr: Correct.

- Wes Stoner: Will pile driving take place on the temporary approaches?
- John Carr: At this time, Walsh is planning to construct 3-4 temporary piles for the Milton approach and 5-6 for Madison.

- Jan Vetrhus: There would be a temporary traffic signal at 56/Ferry. Is there any vibration impact from semi trucks sitting next to the Pilgrim Holiness Church?

- John Carr: The semis shouldn't be fully loaded and shouldn't result in any additional vibratory impacts.

John Mettillle discussed the original effect, revised effect, and original and revised commitments for the twenty measures listed in the MOA, working through the matrix handout provided to consulting parties.

1. Madison Tourism/Marketing Campaign. This was originally tied to the economic loss from the 365-day closure. Under the new proposal, there will still be an economic loss due to construction disruptions and from the change in traffic patterns. We propose keeping the same funding amount but focusing the campaign to inform the public that the bridge (and Madison) is still open and accessible.

- Rhonda Deeg and Linda Lytle: We are getting calls already asking if the bridge is closed. A number of people have said they will not cross the temporary bridge because they don't believe it will be safe. The effect will still occur, even if the bridge remains open.
- Jan Vetthus: Big trucks are still using the bridge; the web camera will show that and may help convince drivers that the temporary structure is safe.
- Betsy Merrit: The current MOA measures state that the funding will start 8 months prior to the closing. Wouldn't that be now?
- John Carr: We are proposing that the funding should be available prior to July 1.
- Jan Vetthus: We would like to get the money by January 1. We need it now.
- John Carr: Let us discuss that with KYTC and INDOT. We understand your concerns. (Note: Later discussions with INDOT indicated that the Local Public Agency (LPA) agreement was in place and activities could begin immediately.)
- Craig Potts: Why does the funding specify "up to" \$205,000?
- John Carr: It's a reimbursement process. The City spends the initial money and the states will reimburse the expenses. That's standard practice. Also, there will be some matching funds provided by the Visitors Bureau.
- Camille Fife: We are talking about communicating the safety of the temporary bridge. Will you be posting anything on the website to show other bridges that have been successfully done this way?
- John Carr: As we find information, we will make it available on the project website.
- Linda Lytle: Once we kick off the branding effort, we can add a link on the Madison Visitor's Bureau website to the Milton-Madison Bridge project website.
- John Carr: Yes. We will work with you on doing that.
- John Mettillle: The LPA agreement in Madison is in place; the Milton LPA agreement is awaiting final signatures in the Secretary's office. We will try to push that sense of urgency. Getting these agreements signed will potentially accelerate funding. (Note: Discussions with KYTC indicate the LPA agreement was in process and activities in Milton could most likely begin in January 2011.)

2. Milton Tourism/Marketing Campaign. This was also originally tied to the economic loss and is also recommended for no change in funding. As in Madison, the focus would be redirected to emphasize that Milton and the bridge are still open and accessible.

- Greg Sekula: Who will orchestrate this effort in Milton?
- John Carr: KYTC has contracted with the City of Milton and the City of Milton will make that decision. They may ask for help from the Madison Visitor's Bureau or hire an outside firm to lead the effort.

3. Business Planning Seminar/Consultation. This is set up through an LPA agreement with the city to work with the Madison Main Street Program. It was initially linked to the economic loss due to the 365-day closure, which has been reduced, and is also linked to construction disruption and to the change in traffic patterns.

- Rhonda Deeg: We are getting calls already from visitors; the impact is already occurring.

Aaron Stover explained the safety of the temporary bridge piers. The piers are called temporary only because they aren't intended to last forever; they are fully capable of handling the full bridge loading. They will look skeletal, made of large steel pipes and piles. We are examining everything associated with the piers and sliding technique very thoroughly to be sure everything is safe.

- Linda Lytle: We will have trouble communicating this to the public.
- Jan Vetrhus: Using the words "temporary bridge piers" causes an emotional reaction. Seeing big trucks crossing the bridge on the webcam will make a difference to the public. Maybe we can arrange for a caravan or a publicity event to convince people it is safe.
- John Carr – We will work on it and see what we can do.

4. Relocation of existing truss. The bridge was offered on the INDOT website but no interest was expressed. This measure has been completed.

5. Madison Historic Preservation Officer. This commitment was initially tied to the economic loss from the 365-day closure. The construction disruption and change in traffic is still likely to affect the NHL and other historic districts. The mitigation activity and amount is not proposed to change.

6. Preservation of Builder Plates. No changes are proposed for this commitment.

7. HAER Documentation of existing bridge. This documentation is on the way to the NPS for review; no changes are proposed for this commitment.

- John Staicer: Were the as-built plans found?
- Patrick Carpenter: I believe the plans were considered as-built.
- Michele Curran: The plans were approved as as-built and authentic.

8. Restoration of 1929 bridge film. This commitment has been completed. Historic Madison Inc has the Master film. The film was shown during the Groundbreaking week activities.

9. Construction Vibration Monitoring. No changes are proposed for this commitment. Impacts will be similar under the new construction but pile-driving activities will occur nearer the historic house at 103 Ferry Street in Milton.

- John Carr: The pink building in Milton with the water marks painted on the side is closer under the new construction proposal than under the initial plan but is still far enough away that we do not think that vibration effects are likely to occur.

10. Limit Construction during Special Events. No changes are proposed for this commitment.

11. Amend NR form in Madison. This commitment is recommended to be eliminated because it is likely to reduce the boundary and a number of structures from the district.

- Patrick Carpenter: The fear is that the NR district boundaries would shrink.
- Patrick Cunningham: Is there any plan in the future for the District to be reevaluated? If there has been that much change, shouldn't it be looked at? It seems dishonest not to.
- John Carr: It's not the structures themselves that are the issue. The criteria have changed since earlier nominations.
- Patrick Carpenter: Areas on Telegraph Hill contain fewer contributing structures. It could end up harming more structures by removing them from the NR District than helping as a mitigation effort.
- John Carr, IN SHPO: There are no future plans to reevaluate the nomination form that I am aware of.
- Greg Sekula: We were looking at several properties that would be identified as contributing elements if the dates of significance for the District were the same as those for the NHL. We looked at the extended dates for the project and just wanted to formalize that.
- Patrick Carpenter: We discussed this with the Indiana SHPO, who was planning to confirm with the National Register staff. We could look at properties on a case-by-case basis.
- John Carr, IN SHPO: The original nomination is ambiguous about the dates anyway. If we get a tax credit application or something, we can look at structures on a case-by-case basis without formally changing the NR nomination form.
- Greg Sekula: This sounds like a good project for the local HPO to address.
- Camille Fife: The change in the period of significance dates could affect future transportation projects, setting a precedent to disregard some properties. I'm comfortable with eliminating this commitment.
- Greg Sekula: We need to acknowledge the approaches aren't included in this process but may need to consider this in the future.

12. Amend NR form in Milton. No change is proposed for this commitment.

- Camille Fife: Is this work underway or planned?
- Craig Potts: We haven't heard anything about this commitment but the KYSHPO would be involved in it.

13. Parallel 106 Process for Approach Improvements. No change is proposed for this commitment.

14. Continuing Involvement. No change is proposed for this commitment

- John Carr, WSA: We are working on a newsletter that will be circulated in early January. Samantha Wright and Kathy Francis will still be coordinating with the media and public. You can call myself or Aaron Stover at any time if you have questions or want information.
- Jan Vetthus: Please note that people are scared about the safety of the temporary bridge. We need to be sure the work you are doing carries a message to the locals that it is safe and to the engineering community that they should come and see it.
- John Carr: Articles for this project have been published in two national trade publications and is up for a national ACEC award. INDOT and KYTC are planning to nominate the project to AASHTO for an award in 2011 or 2012. It will be a showcase example at the Southeast Association of State Highway and Transportation Officials meeting to be held in Louisville in August 2011. It will get a lot of attention during the transportation conference.
- Betsy Merrit: Will it be featured at TRB this year?
- John C: One aspect will be featured in the conference this year: a presentation on the Bridge Type Selection process. Because of the timing of the letting, we were too late to submit it this year for presentations in the 2011 meeting. I would expect to submit it for a TRB presentation in 2012. Also, Aaron will be making a conference to the International Bridge Conference on the project. It will be the featured project for the KYTC SASHTO presentation later this year. It is getting a lot of attention.
- John Mettille: People are also interested in the Section 106 process nationally, how you all came ready to work. There will be a lot of continued public involvement. The Groundbreaking was covered by a lot of different newspapers nationally, including USA Today.

15. Archaeological Commitments. The construction impacts have changed for the site in Milton. We have gone out and are conducting additional investigations where the pile-driving activities will occur. There were some timbers and other materials that have been encountered; consultation with the SHPO is ongoing.

- John Carr, IN SHPO: On the KY side, there is more undisturbed ground than in Indiana. Will driving piles in Madison be an issue? Beyond the top few feet, is there a potential to encounter deeply buried materials? There is an unanticipated discovery clause in the MOA, is more investigation planned?
- Patrick Carpenter and John Carr, WSA: We aren't planning more work in Madison at this time. The unanticipated discovery clause in the MOA will cover any unanticipated finds. We'll be sure the contractor is aware that this depth may not have been explored previously.

16. Ferry during closure. This commitment has been eliminated because the closure length has been reduced from 365 to 10 days. The contractor will provide a temporary ferry during the closure period for emergency services.

- John Carr, WSA: The phrase “and economic impacts” should be eliminated from the matrix on the PowerPoint slide.
- Craig Potts: Are there penalties if the contractor runs over the 10-day closure?
- John Carr, WSA: Conversations are ongoing between both states. We should know prior to January 31. For right now, \$25,000/day in liquidated damages are included if they exceed the 10 day period. From the contractor’s point of view, they are already taking a major risk to reduce the community disruption. They see this as a positive change over the 365-day ferry. We have to consider if 12 days is a major impact? What about 120 days?
- John Carr, IN SHPO: Bridge sliding is a relatively new technology and is being used on a larger bridge. What if something doesn’t go according to plan? Glancing at the Original MOA, there’s a stipulation VI that provides for signatories to meet to modify the MOA. That presupposes that there will be time to amend things after a crisis arises. While we are amending the document, can we include language that says the Section 106 parties can meet in a crisis situation?
- John Carr, WSA: I have every confidence in Walsh. You are talking about something unforeseen arising. If that occurs, the M3T will meet with Walsh to try to find solutions. You would like the signatories to be able to come together and discuss then also. Let us look at some language to include the MOA. However, I am confident we won’t have to use this measure.
- Greg Rawlings: We will be very conscientious using the existing language in the MOA that allows for project consultation.
- Carol Legard: Isn’t there already a discovery provision in the MOA? Can we just tweak it? It would be good to have an expedited approach if something arises that changes the nature of the effect.
- John Mettelle: We will try to add language to facilitate that. We will work on a draft of this to include in the amended MOA for the group to review.

17. Improve Madison ferry landing. The team recommends eliminating commitment since the ferry will not be needed. Walsh proposes to use the former Madison boat ramp and add a stone base for the emergency services ferry during the bridge closures.

- Kevin Hetrick: This isn’t really a historic mitigation item. We can work with the city to address this commitment instead of including the commitment in the MOA. The modified ferry service isn’t related to the historic districts or resources.
- Michelle Allen: The new purpose of the ferry service needs to be addressed in the reevaluated FONSI.
- John Carr: The previous Section 4(f) conclusions won’t change.
- Jan Vetrhus: There is still a huge impact on the city campground. INDOT is discussing this with the City also.

- John Mettille: Correct. This is addressed in the LPA agreement.
- Kevin Hetrick: We will need to update the Jaycee Park and Campground commitments in the LPA.
- John Carr: These will be discussed in the reevaluated FONSI.

18. Improve Milton ferry landing. No change to this commitment is proposed.

19. Traffic and Parking Management Plan. This plan, prepared by the Contractor, will continue to address maintenance of traffic during construction and to be sensitive to historic resources.

- Jan Vetrhus: We would like to see the Traffic Plan once it is reviewed by the states and city.
- John Carr: This will be a major activity. We will work with Kathy and Aaron to prepare a media release so the information gets out to the public in an understandable format. We will address what is happening, when, and why.
- Jan Vetrhus: I think we should plan an event to launch the temporary structure, led by our leaders, to show people the temporary bridge is safe.
- John Carr: We will talk to the states to figure out what to do.
- Craig Potts: It may be worth considering an article in the newspapers about the temporary structure system.
- Linda Lytle: Before you release a public article, please coordinate with the Marketing/Tourism group. Sometimes the public will only focus on the word “closing”, and will forget to note when it actually occurs.

20. Innovative Contracting Techniques. This commitment has been completed.

John Mettille asked the group whether the team recommendations summarized in the matrix handout captured the revised effects adequately. Are you satisfied with the mitigation measures? In summary, the team should revise the dates to expedite funding, emphasize the safety of the temporary structure, and include language regarding unforeseen circumstances. The contractor should be sensitive to the potential for archaeology in deeper soils along the Madison riverfront.

- Michele Curran: When will we see design plans and drawings on the bridge? Are they going to show more clearly where the staging areas will be?
- John Carr: As we get information, we can put it on our website.
- Harry Fox: Even though this is considered a single bridge project, plans will be developed and the project constructed in four stages.
- John Carr: I don’t know what level of detail folks are going to want to see on the plans. We can try to pick out some profile sections and cross sections that may be more interesting and understandable by the general public. Submittals from the Contractor will be detailed engineering plans, not a presentation as a fly-through or anything intended for understanding by the public.

- Harry Fox: Plans will be similar to what was originally proposed. Walsh used Baker’s design for the truss.
- Michele Curran: Please send an email when the files are available on the website.
- Greg Sekula: Thanks for keeping the mitigations intact. We were pleasantly surprised to see that and believe it has been a positive experience.
- John Carr: The KYTC and INDOT have been the champions for preserving the mitigations.

John Carr reviewed the next steps. The revised MOA will be circulated for comments to consulting parties (Friday December 10 or the following Monday), revised as appropriate, and then circulated for signatures by the signatories on the original MOA. John requested that all comments from the Consulting Parties be received by Friday December 17 to meet the expedited timeline. No one objected to this deadline for comments.

- John Staicer: Based on discussions today, can Madison and the Visitors Bureau go ahead and program funds and advertise for positions?
- John Carr: The LPA agreement is in place so INDOT should be able to expedite funding. We can discuss this with Kevin Hetrick following meeting. (Note: Later discussions with INDOT indicated that the Local Public Agency (LPA) agreement was in place and activities could begin immediately.)

With no further discussion, the meeting adjourned at 12:30.