



Section 106 Revised Effects & Mitigations Meeting

December 7, 2010
10:00 a.m.
Clifty Falls State Park, Madison

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Agenda

1. Welcome/Introductions
2. Proposal for Design-Build Process
3. Revised Effects & Recommended Mitigations
4. Next Steps
5. Questions & Answers

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Completed MOA Commitments

1. Truss offered for relocation on INDOT website
2. Restoration of 1929 Bridge opening film
3. Innovative contracting techniques
4. HAER documentation of bridge (ongoing)
5. Archaeological investigations in Milton (ongoing)

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Design-Build Process



Step 1

- Existing bridge remains open to traffic
- Temporary approach ramps are built on Vaughn Dr and KY 36
- Pier strengthening and widening begins

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Design-Build Process

Step 2

- Bridge closes to traffic for 5 days
- Approach ramps are connected to existing bridge
- Existing bridge reopens to traffic
- Pier strengthening work continues

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Design-Build Process

Step 3

- Temporary bridge piers are constructed downstream

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Design-Build Process




Step 4

- Existing bridge remains open to traffic
- New truss superstructure is erected on temporary piers
- Permanent approaches are built

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Design-Build Process



Step 5

- Downstream bridge is connected to US 421
- Traffic is rerouted onto downstream bridge

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Design-Build Process



Step 6
- Existing bridge is demolished

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Design-Build Process



Step 7
- Traffic remains on downstream bridge
- Temporary approach ramps are removed
- Pier strengthening and widening is completed

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Design-Build Process



Step 8

- Downstream bridge closed for 5 days
- Using steel rails and plates, new truss superstructure is moved from temporary piers to its permanent place
- New Milton-Madison Bridge opens to traffic
- Temporary piers are removed

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Revised Construction Effects

1. Change in Traffic Patterns
2. Temporary Visual
3. Noise & Vibration
4. Archaeological Resources

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Revised Effects



Ferry Street, Madison
19-28 ft paved width, with existing parking on east side

1. Madison Tourism/Marketing Campaign

<p>Original Effect: Economic loss to businesses in NHL District and historic districts due to 365-day closure</p>	<p>Revised Effect: Economic loss to businesses in NHL District and historic districts due to impacts of construction from January 2011 to August 2013; Change in traffic patterns during construction</p>
<p>Original Commitment: Funding up to \$205,000 for a heritage tourism and promotional marketing effort for Madison ... coordinated with the "Branding & Product Development Action Plan." The marketing campaign will include a regionally based promotion designed for local businesses to continue attracting customers during and after the bridge closure period... Funding will be made available eight months prior to the scheduled closing of the US 421 bridge to vehicular traffic and will continue until six months after the new bridge is opened to traffic.</p>	<p>Revised Commitment: No change to funding amount - Even with the shortened bridge closure period, there will still be local impacts due to the general construction conditions. This campaign will be refocused to counteract the general disruption from bridge construction (i.e., a "Madison is Still Open" campaign). The innovative construction techniques and shortened closure period would be highlighted as features in the campaign.</p>

2. Milton Tourism/Marketing Campaign

<p>Original Effect: Economic loss to businesses in NHL District and historic districts due to 365-day closure</p>	<p>Revised Effect: Economic loss to businesses in NHL District and historic districts due to impacts of construction from January 2011 to August 2013; Change in traffic patterns during construction</p>
<p>Original Commitment: INDOT and KYTC will collectively provide funding up to \$40,000 for tourism and promotional marketing assistance for Milton. This will be implemented through a KYTC Local Public Agency agreement with the City of Milton. Funding will be made available eight months prior to the scheduled closing of the US 421 bridge to vehicular traffic and will continue until six months after the new bridge is opened to traffic.</p>	<p>Revised Commitment: No change to funding amount - Even if the bridge closure period is shortened, there will still be local impacts due to the general construction conditions. This campaign should be refocused to counteract the general disruption from bridge construction (i.e., a "Milton is Still Open" campaign). The innovative construction techniques and shortened closure period would be highlighted as features in the campaign.</p>

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3. Business Planning Seminar/Consultation

<p>Original Effect: Economic loss to businesses in NHL District and historic districts due to 365-day closure</p>	<p>Revised Effect: Economic loss to businesses in NHL District and historic districts due to impacts of construction from January 2011 to August 2013; Change in traffic patterns during construction</p>
<p>Original Commitment: For a period of two years, INDOT and KYTC will collectively reimburse the Madison Main Street Program for the activities and duties performed ... to assist businesses ... to prepare for and adjust their practices to best position them for the market disruption caused by the bridge closure. Business assistance including a business planning seminar, business consultations and retail promotions to maintain market share will be planned and executed by the Madison Main Street Program. This reimbursement will not exceed \$40,000 ... available eight months prior to the bridge closure.</p>	<p>Revised Commitment: No change to funding amount - Even with the shortened bridge closure period, there will still be local impacts due to the general construction conditions. The business assistance program will be redirected from planning for a "bridge closure" to planning for "bridge construction."</p>

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4. Offer Existing Bridge Truss for Relocation

Original Effect: Removal of Historic Bridge	Revised Effect: No change in impacts
Original Commitment: INDOT will offer the existing truss for relocation by posting a notice on INDOT's Bridge Marketing Website	Revised Commitment: No change - completed

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5. Madison Historic Preservation Officer

Original Effect: Economic loss to businesses in historic districts due to 365-day closure	Revised Effect: Economic loss to businesses in NHL District and historic districts due to impacts of construction from January 2011 to August 2013; Change in traffic patterns during construction
Original Commitment: For a period of two years, INDOT and KYTC will collectively reimburse the City of Madison for the activities and duties performed...that are associated with grants and other assistance for improvements to the Madison Historic District and the Madison National Landmark District. This reimbursement will not exceed \$40,000 annually, to be shared equally between KYTC and INDOT. This will be implemented through an INDOT Local Public Agency (LPA) agreement with the City of Madison. The funding for this LPA agreement will be available by January 1, 2011, unless otherwise agreed to by the City of Madison, INDOT and KYTC.	Revised Commitment: No change to funding amount - Even with the shorter bridge closure period, there will still be local economic impacts due to the general construction conditions. These may discourage or limit traffic access that could discourage crossing the bridge during the construction period and visiting businesses within the area's historic districts. The HPO position could still be used to help mitigate the economic impacts by allowing Madison to become a certified local government, and therefore to be eligible to apply for various grants.

6. Preservation of Bridge Builder Plates

Original Effect: Removal of Historic Bridge	Revised Effect: No change in impacts
Original Commitment: KYTC and INDOT will remove builder plates and other plaques, if in existence, from the existing bridge. These plates will be offered to the City of Madison or an appropriate non-profit organization for permanent display accessible to the public.	Revised Commitment: No change

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7. Documentation of Existing Bridge

Original Effect: Visual Impacts; Removal of Historic Bridge	Revised Effect: No change in impacts
Original Commitment: Documentation of the bridge will be completed, including photos, measured drawings or "as-built" plans, and full written documentation (Level 1 HAER Documentation without plans; Level 2 if "as-built" plans exist). Documentation will be provided to the National Park Service and other local entities.	Revised Commitment: No change

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8. Renovation of 1929 Film of Bridge Ceremony

Original Effect: Removal of Historic Bridge	Revised Effect: No change in impacts
Original Commitment: Historic Madison, Inc. has the original 35mm nitrate film showing the 1929 opening ceremony for the existing bridge. KYTC and INDOT agreed to pay for the conservation of the film and the creation of a high quality master negative film. The master negative and one copy will be archived by Historic Madison, Inc. Twenty-four DVD copies will be made and distributed to agencies as listed in the MOA.	Revised Commitment: No change - completed

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9. Construction Vibration Monitoring

Original Effect: Construction impacts	Revised Effect: No change in impacts
Original Commitment: Three historic structures will be monitored for construction vibration damage. This shall include the two adjacent structures in Milton and one adjacent structure in Madison. If damage occurs as a result of project activities, INDOT and KYTC or their contractors shall be responsible for repair of any resulting vibration damage to historic properties. Any repairs shall be coordinated in advance with the respective SHPO.	Revised Commitment: No change

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10. Limit Construction Activity for Special Events

Original Effect: Construction impacts	Revised Effect: No change in impacts
Original Commitment: Provisions will be included in the contract documents that limit construction activities and construction noise during special events. KYTC and INDOT, with input from the Cities of Madison and Milton, will identify the special events	Revised Commitment: No change

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11. Amend National Register Form (Madison)

Original Effect: Indirect effects on the NHL District	Revised Effect: No change in impacts
Original Commitment: KYTC and INDOT reexamined the period of significance for the Madison National Register District and, for purposes of this project, extended its ending date to 1939 to coincide with that of the Madison National Historic Landmark District. INDOT, within six years following execution of this agreement, will amend the nomination of the Madison National Register District to include eligible properties not included in the 1973 nomination, but which should be included based on the extension of the period of significance.	Revised Commitment: Eliminate this commitment - based on coordination between INDOT, the Indiana SHPO, and the National Park Service-National Register staff, amending the NR District nomination form would likely result in District boundaries being reduced and de-listing some properties currently listed on the NR. There is no apparent downside to maintaining the existing NR nomination form as-is.

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12. Amend National Register Form (Milton)

Original Effect: Indirect effects on the NHL District	Revised Effect: No change in impacts
Original Commitment: KYTC will prepare a study for the possible expansion of the boundaries of the Third Street Historic District to include the other historic structures in the area. If determined appropriate after consultation with the Kentucky SHPO, a nomination to the NRHP will be prepared by KYTC. This will be initiated within two years of construction letting on the project.	Revised Commitment: No change

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13. Parallel Section 106 Process for Approach Improvements

Original Effect: Impacts on historic resources	Revised Effect: No change in impacts
Original Commitment: KYTC and INDOT will utilize a consultation process parallel to that of Section 106 consultation should any future improvement to enhance mobility and access to the US421 Bridge be advanced, regardless of the funding source. FHWA, in consultation with ACHP, will approve the consultation process as being parallel to that of Section 106 consultation. The National Park Service, the Indiana SHPO, the Kentucky SHPO, the Advisory Council and the Consulting Parties will be included in this consultation process by KYTC or INDOT as appropriate.	Revised Commitment: No change

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14. Continuing Involvement

Original Effect: Various	Revised Effect: No change in impacts
Original Commitment: The public and the consulting parties will be kept advised of the project through the project website and periodic newsletters from KYTC and INDOT. Informational public meetings will be held regarding the bridge closure and other construction activities, as necessary. Progress reports detailing implementation measures in the MOA shall be submitted every six months until all phases of the project are complete.	Revised Commitment: No change

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15. Archaeological Commitments

Original Effect: Construction impacts	Revised Effect: Construction impacts of temporary approaches
Original Commitment: Recommendations in the Phase I Archaeology Report shall be fulfilled. Site 15Tm112 in Milton shall be protected during construction through excavation limits and geotextile fabric placement. Phase II-III work shall be coordinated with the SHPOs/THPOs and undertaken as necessary. Work shall cease in the vicinity in case of unanticipated discoveries, as outlined in the MOA, to allow for coordination and evaluation.	Revised Commitment: With the proposed construction scheme, there will be disruption of the soils below the specified disturbance limits of one foot. This commitment will be updated based on the requirements of the KY State Historic Preservation Officer (SHPO) to clear the impacted areas of the site.

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16. Free Ferry Service During Bridge Closure

<p>Original Effect: Maintenance of traffic during construction</p>	<p>Revised Effect: The bridge closure has been reduced from 365 days to 10 days</p>
<p>Original Commitment: KYTC and INDOT will provide a free ferry service for the duration of the bridge closure. The ferry will operate seven days a week, 24 hours a day except when weather or river conditions make operations unsafe. Pedestrians will be accommodated on the ferry.</p>	<p>Revised Commitment: Eliminate this commitment - The reduced bridge closure duration minimizes community connectivity and economic impacts.</p>

17. Improve Madison Ferry Landing

<p>Original Effect: Construction impacts</p>	<p>Revised Effect: Ferry service eliminated. No impacts to former Madison Boat Ramp</p>
<p>Original Commitment: KYTC and INDOT will make necessary modifications to Madison's former Boat Launch near the City of Madison Campground (such as widening, resurfacing, adding sidewalks, etc.) that are necessary for the ferry operation. At the request of the City of Madison, the modifications for the ferry dock and ramp will be removed after the ferry operation is no longer required so that this facility cannot be used for a boat launch area. The area will be returned to its original condition or better.</p>	<p>Revised Commitment: Eliminate this commitment - This commitment will not be needed if the ferry service is not used.</p>

18. Improve Milton Ferry Landing

Original Effect: Construction impacts	Revised Effect: Construction impacts of temporary approaches
Original Commitment: KYTC and INDOT will make necessary modifications to Milton’s boat launch that are necessary for the ferry operation. At the request of the City of Milton, the modifications will be retained or removed after the ferry operation is no longer required.	Revised Commitment: No change - Improvements to the boat launch (sidewalk connection, repaved ramp and parking area to KY 36 intersection, restrooms) at the end of construction will still be included.

19. Traffic & Parking Management Plan

Original Effect: Construction impacts	Revised Effect: Change in traffic patterns during construction
Original Commitment: Requirements that the Contractor utilize a Traffic and Parking Management Plan for the ferry will be included in the bidding documents. The Plan should be sensitive to the historic districts and should make all practical and reasonable efforts to avoid impacts to the historic districts. The contractor shall also be required to obtain proper permitting to allow oversize or heavy loads to access the project site. INDOT's standard specs state that the contractor must confirm allowable routing with the local government if they are going to use any local roads.	Revised Commitment: Traffic Management Plan will address traffic maintenance during construction instead of focusing on the ferry service. Plan shall still be sensitive to historic districts. Contractor shall still be required to obtain proper permitting.

20. Innovative Construction Techniques to Limit Closure

Original Effect: Loss of community connectivity	Revised Effect: No change in impacts
Original Commitment: KYTC and INDOT will use innovative construction contracting techniques to minimize the closure of the US 421 Bridge and to reduce interruption of its service to the businesses and residents of the historic districts. This will include the use of INDOT's Design Build Contracting techniques. In addition, innovative bidding procedures will be used to minimize the number of days the bridge is closed to traffic.	Revised Commitment: No change - completed

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Next Steps

1. Revise MOA to include revised mitigation measures
2. Circulate Draft Amended MOA for review and comment
3. Revise as necessary, based on any comments received
4. Collect Signatures on Amended MOA

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Thank You!