



## **MEETING SUMMARY**

### **MILTON-MADISON BRIDGE PROJECT**

### **PUBLIC MEETING**

#### **Milton Elementary School – January 18, 2011**

The Milton-Madison Bridge Project held its fifth public meeting for the project on January 18, 2011 at the Milton Elementary School in Milton, KY. A total of 119 public attendees signed in at the meeting. An additional 17 project team members were present, including KYTC, INDOT, FHWA, and consultant staff. The meeting started with an open house at 6:00, with a presentation at 6:30. A question and comment period followed the presentation, then the open house was resumed and lasted until about 8:00. Project team members were available to answer questions and provide information about the exhibits. Stations were provided for the construction animation, for sharing written comments, and for reviewing project documents (the Amended Section 106 Memorandum of Agreement, the Environmental Assessment, the Finding of No Significant Impact, and the 800.11e Report). Comment forms were provided for additional input.

Jack Couch opened the meeting, welcoming attendees and thanking them for their participation. He invited participants to view the construction animation, describing the changes in connections and the closure duration. He urged everyone to attend the ribbon cutting ceremony in 2012.

Aaron Stover introduced the project team, described recent project events, and explained the design-build strategy. The bridge construction project was awarded to Walsh Construction based on cost, closure length, and the open-to-traffic date. The innovative construction process includes building a new bridge on temporary downstream piers, which reduces the bridge closure time to 10 days instead of 365 days. The contractor will strengthen the original piers then slide the new truss into place on the existing strengthened piers. Bridge sliding has been used on a number of smaller bridge projects. Aaron showed the eight step construction process and the construction animation. The first closure is planned for July 2011. The project website has a copy of the construction animation; if anyone has questions, they can contact Kevin Hetrick or Aaron Stover.

Question: Will visibility be looked at for the Ferry Street/SR 56 intersection?

Response: INDOT is looking at the layout to be sure the sight distances will work. Walsh Construction is preparing a Maintenance of Traffic plan.

Question: Will tractor-trailer traffic be allowed on the bridge during construction?

Answer: With the current weight restriction, there should not be too many tractor-trailers using the bridge today. With the 90-degree turns on the detour approaches, the current weight limit will be enforced, along with a length limit still to be determined.

Comment: It will take large anchors to slide the bridge.

Response: Walsh is working on the sliding plan at this point. The existing piers will serve as anchors during the sliding process.

Comment: Some plans look good on paper, but complications always arise in the field.

Response: That is a good point. The benefit of using a design-build process is that the contractor is providing constant feedback to the designers throughout the process development.

Comment: The temporary approach ramps are more vulnerable to flooding than the existing approaches are today.

Response: That is the case in Madison, certainly. There isn't a big difference in elevation in Milton between the boat ramp and the US 421 approach.

Question: Once the permanent bridge is in place, are there any provisions to address the approach turns in Madison?

Answer: Fixing the turns on the approaches in Madison is not part of this project. INDOT has a project in its long-term plan to study this issue and make recommendations in the future.

Question: Are there liquidated damages if Walsh doesn't meet the 10-day closure?

Answer: Yes. There are also damages associated with the open-to-traffic date. Damages are \$25,000 per day for the closure duration, and \$5,000 per day beyond the open-to-traffic date.

Question: What will the temporary ramps be made of?

Answer: The temporary ramps will have an asphalt overlay.

Question: What is the average number of construction workers in the area on a daily basis?

Answer: The average may be 30-35 generally, but there could be up to 100 during peak periods.

Question: In area around Main St, Baltimore St, and Ferry St, there is a lot of confusion among drivers who are not familiar with the area. Who will enforce the bridge weight/length limits and direct traffic?

Answer: Walsh is working on a Maintenance of Traffic Plan that will include signs along the detour route. The Indiana State Police can enforce the requirements of the detour and limits on the bridge.

Question: What is the reduced vertical clearance mentioned in the handout?

Answer: The new bridge will be about 5 feet lower over the water: 90 feet versus 95 feet. This change is something the US Coast Guard has approved. It allows us to reduce the grades approaching the bridge.

Question: Will the sidewalk on the downstream side of the bridge be part of the original construction plan or constructed after the slide?

Answer: It will likely be constructed at the same time as the main bridge spans, but it won't be open for pedestrians until September 2012 when the bridge opens to traffic.

Questions: Will there be weight restrictions on new bridge?

Answer: There will be not be posted weight limits after it is completed in September of 2012.

With no further questions, the presentation ended and participants were encouraged to visit the stations and ask project team members questions one-on-one.