



Public Informational Meeting

January 11, 2011

6:00 – 8:00 p.m.

Milton Elementary School



Agenda

1. Welcome/Introductions
2. Recent Project Events
3. Proposal for Design-Build Process
4. Effects & Project Commitments
5. Questions & Answers



Introductions: Project Managers



KYTC:
Andy Barber
(Louisville)



INDOT:
Kevin Hetrick
(Indianapolis)



FHWA:
Eryn Fletcher
(Indianapolis)



INDOT:
Jason
Bunselmeier
(Seymour)



Introductions

Project Managers:

Consultant Team:

Aaron Stover, Michael Baker Corp. (Louisville)

team leader, design reviews, construction engineering and inspection (CEI)

Harry Fox, Wilbur Smith (Indianapolis)

design reviews, CEI, environmental QA, public involvement

Kathy Francis, Doe Anderson (Louisville)

public involvement & media coordination



Recent Project Events

Feb-Mar 2010

- Initial NEPA and 106 processes completed

Late June 2010

- INDOT advertised design-build contract

Sept 2010

- Contractors submitted proposals
- INDOT selected Walsh Construction as low bidder

Oct 2010

- Walsh awarded contract to build bridge

Winter 2010-2011

- Modifications to 106 and NEPA processes
- Design work and Permit Revisions underway



What is Design-Build?

Design-Build is a condensed alternative to the standard Design-Bid-Build sequence.

The contractor team is responsible for design activities, with review by INDOT and their consultant Baker/WSA and oversight from M3T.

Early activities can be fully designed and construction started while later activities are still under development.



Design-Build Proposals

September 22, 2010

Five Contractors submitted bids

Project was awarded based on

- Cost to construct project (\$102-\$127 million)
- Length of bridge closure (10-365 days)
- Date to open bridge to traffic (Sept 2012/May 2013)

Walsh had the lowest bid based on these factors



Design-Build Proposals

How much will it cost?

Five design-build teams submitted bids

The winning project bid from Walsh was \$103,669,833.27

15% under the engineer's estimate of \$121,832,000.

In February 2010, \$20 million TIGER GRANT

Indiana and Kentucky will split the remaining costs evenly.



The Winning Design-Build Team

Walsh Construction, Inc (CONTRACTOR)

Construction firm in La Porte, IN

www.walshgroup.com

Burgess & Niple, Inc. (DESIGNER)

Engineering firm in Columbus, OH and Indianapolis, IN

www.burgessniple.com

Buckland & Taylor (DESIGNER)

Bridge engineering firm in Seattle, WA

www.b-t.com



The Winning Design-Build Team

Walsh Project Managers

Brian Hoppel, Senior Project Manager

Charlie Gannon, Project Manager on site



Proposal for Design Build Process

Innovative construction process:

Build a new truss on downstream piers while the existing bridge remains open to traffic

Strengthen existing piers

Remove old truss and slide the new truss onto the strengthened existing piers

Shortest closure periods (approx 10 days)



Proposal for Design Build Process



Similar Bridge-Sliding Projects

1. Trenton Ontario Bridge

2. San Francisco Bay Bridge

3. Old Capilano Bridge

[video link on MMB website](#)



Design-Build Process



Step 1

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

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

Design-Build Process



Step 3

- Downstream bridge piers are constructed

Design-Build Process



Step 4

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

Design-Build Process



Step 5

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

Design-Build Process



Step 6

- Existing bridge is demolished

Design-Build Process



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

Design-Build Process



Step 8

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



Proposal for Design Build Process

How long will it take to build?

Using innovative Design-Build process speeds up timeline

Construction activities will begin in January 2011

Open to traffic by September 15, 2012

Will not compromise quality and safety

Note: Original schedule had environmental document completed in late 2012



Proposal for Design Build Process

How long will the bridge be closed?

Originally planned for a 365-day closure

Walsh Bid included a total 10-day closure

Closure divided between two separate periods:
Late Spring 2011 and Late Summer 2012



Proposal for Design Build Process

Will the downstream bridge be safe?

Yes.

Downstream bridge piers constructed to modern bridge standards, to handle traffic and withstand barge impact

Nothing will be built that
we would not let our families ride on!



Proposal for Design Build Process

What will happen to the mitigations?

Commitments developed for a 365-day bridge closure.

Some adjustments to the MOA/FONSI language needed due to the shortened closure periods.



Effects & Project Commitments

Some of the effects to the environment changed because of the Design-Build strategy.

- 10 day total bridge closure so public ferry service removed
- Campground and Boat Ramp remain open to public
- Change in detour traffic patterns
- River navigation due to downstream piers
- Water quality, noise, & vibration increases during construction
- Milton archaeological site

The long term impacts described in the FONSI will not change.



Effects & Project Commitments

Most of the Project Commitments remain unchanged compared to those initially proposed.

- Public ferry service removed
- Emergency medical service provisions during 10-day closure
- Madison Historic District NR form update eliminated
- Additional field work for Milton archaeological site
- Jaycee Park restored following construction use
- No temporary boat ramp in Milton

Other commitments unchanged. See handout for details.



For More Information

Visit the project website
www.miltonmadisonbridge.com

or contact:

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INDOT

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**This could not have
happened without your
involvement!**

Thank you!