



Community Advisory Committee (CAC) Meeting #1

Meeting Summary

Wednesday, Sept. 19, 10:00 – 11:30 a.m.

Baptist Health Floyd

CAC attendees

Brian Cox, Baptist Health Floyd
Scott Wood, City of New Albany
Heather Trueblood, Develop New Albany
Suzanne Ruark, One Southern Indiana
Matt Hall, One Southern Indiana
Jan Sherrell, Metro United Way
Kevin Baity, Town of Clarksville
Angie Gray, Hope Southern Indiana
Erin Bojorquez, Greater Clark County Schools
Norris Hamilton, Horseshoe Southern Indiana
Melissa Zink, Kentucky Trucking Association
Joey Barnett, Ivy Tech Community College
Sharon Jones, New Albany Floyd County Schools
Mitzi Kasitz, City of Shively
Aida Copic, TARC
Nancy Trafton, Indiana University Southeast
Deanna Karem, GLI
Jerry Finn, Horseshoe Foundation

Presenters

Ron Heustis, INDOT, project manager
Mary Jo Hamman, Michael Baker, project manager
Andrea Brady, C2 Communications
Dan Miller, Parsons

Project attendees

Laura Hilden, INDOT
David Dye, INDOT
Aaron Stover, Michael Baker
Alex Lee, Parsons
Mindy Peterson, C2 Communications
Kaitlin Keane, C2 Communications
Eric King, C2 Communications
Thomas Benford, EHI

Meeting Minutes

I. Welcome



Andrea Brady welcomed CAC members and led introductions of the Project Team. CAC members introduced themselves and shared their knowledge of the project to date.

Several members were aware that the Sherman Minton Renewal would be a multi-year project to rehabilitate the bridge. Several members expressed concerns about traffic and cross-river mobility during construction and referenced the emergency closure of the bridge in 2011 and the impact on traffic.

Specific concerns included:

- The impact on businesses
- The traffic impact on local streets
- Hope Southern Indiana: the ability to get clients across the river as cheaply as possible
- Indiana University Southeast: major concerns for the 1,500 students and 300 faculty and staff who cross the river
- Develop New Albany: hearing from a lot of merchants who have been referencing the 2011 closure

There was some misinformation, with one member hearing the bridge would be closed for three years. Another member said rumors had been circulating for a long time.

II. Project Presentation and Discussion:

- a. Overview – Ron Heustis
- b. Funding – Ron Heustis
- c. History – Dan Miller
- d. Environmental Process – Dan Miller
- e. Contractor Selection – Mary Jo Hamman
- f. Construction Approach – Mary Jo Hamman
- g. Project Schedule – Mary Jo Hamman
- h. Staying in Touch – Mary Jo Hamman

Overview and Funding

Ron opened the presentation by asking members to take information back to the community and help clear misinformation about the project.

The Sherman Minton Bridge:

- Connects Louisville and New Albany
- Carries 90,000 vehicles daily (up since the start of tolling)
- Before the Ohio River Bridges Project, there were 17 lanes of cross-river traffic. There are now 26 lanes of cross-river traffic = more options for drivers.

This is a major bridge rehabilitation that will add up to 30 years of service life and get the bridge to 2050. The bridge has its original deck. There will be major structural repairs, painting and new lighting. There are no plans to toll the Sherman Minton.

No decisions have been made. There will be closures, but it's too soon to say how long/when. IN and KY are sharing cost of the work

Q: What are the three additional bridges included in the project?

A: There will be bridge deck overlays on I-64 WB over I-265 WB ramp to I-64 EB, I-64 WB over I-64 EB to I-265 EB and I-64 EB/WB over Cherry St.

Q: Are those in progress now?

A: No. They will be coordinated with the Sherman Minton Renewal work.

Q: Why wasn't this work performed and painting done during the 2011/2012 shutdown?

A: The emergency repairs were designed to open the bridge as soon as possible. It would have been closed much longer for painting and extended repairs. The work performed in 2011/2012 is still in good shape.

Q: Is the work going to be done at night?

A: Closures and schedule and timing have not determined yet.

Q: Will there be a total shutdown?

A: That decision also hasn't been made.

History

History of who Sherman Minton, history of the bridge and the 2011 closure

2011 closure: It's different this time with the ability to plan well in advance, gather public input during the decision-making process and there is more cross-river mobility available.

Environmental Process

The Project Team is working on an environmental study. The environmental process will include an analysis of the project's impacts.

Public outreach: Two upcoming open houses (included dates and times, information is on project fact sheet), CAC and EJ committees. All will help drive the decision-making process

Contractor Selection

Selection is often based on low bid. Procurement for the Sherman Minton Renewal will be design-build best value. The Project Team will help define best value for contractors: how quickly can the work be done, tradeoffs for closures and traffic diversion.

The more we restrict traffic, the quicker (and safer) the work will be done. This generally translates to lower costs.

Because the Sherman Minton carries 90,000 vehicles a day, there is much more consideration of acceptable trade-offs.

They're looking to contractors for innovation: precast work is one example. Every contractor will have a slightly different approach.

They'll be looking at maintenance of traffic possibilities and level of acceptance from the community. No decisions have been made. The Project Team will be asking for immediate thoughts and longer-term feedback from this committee.

The more lanes you take away, the more pain there is.

Q: Is a contractor that is an expert on construction work also an expert on maintenance of traffic?

A: It is a designer/contractor team that submits proposals. Both have expertise in these types of projects.

Project Schedule

2018/2019/ Environmental Work, public outreach

Fall 2019: Public hearing held, environmental document submitted

Fall/Winter 2019: Receive federal environmental approval, begin contract procurement

Fall 2020: Complete contract procurement, select contractor

Early 2021: Construction to begin. Will move up if possible, but season/weather could have an impact.

Q: Are disruptions expected prior to construction for inspection?

A: Every bridge is inspected every two years, so there will be another inspection before construction begins. Information gathered will be used by this Project Team.

Staying InTouch

The project website is live and will be a source of updated information throughout the project, shermanmintonrenewal.com. Social channels are also live.

III. Q and A

Q: Will truck traffic be restricted?

A: It's a factor in the equation, but no decisions have been made.

Q: Is it an option?

A: It would be a possible mitigation tool. Discussed the three models that have analyzed traffic in the area and explained that her team is looking to weave the best parts of those models together. Her team will be looking at a range of alternatives, and where those vehicles go.

Q: Have there been discussions with TARC to increase cross-river routes?

A: That will certainly be an avenue explored for mitigation.

Q: What was the increase in traffic on the Sherman Minton after the start of tolling?

A: Traffic has increased by 23% from 2013 to 2018.

Q: More diversion to the Lewis and Clark Bridge would lead to more congestion. Is there consideration to add a second lane to the ramp from 265 to I-64 W. It often backs up and he expects a significant increase with any diversion during any closures or lane restrictions.

A: It has not been discussed to date. It would have to be explored, but a temporary lane could be possible during construction if needed. It may have to be a standalone project. INDOT is aware of EB backup coming from Georgetown. There is an ATL project in the works to address the situation.

Q: At the next meeting, can you provide a table with total crossings/traffic volume before the Sherman Minton closed, before the new bridges and after bridges to help understand the traffic shift and overall volumes? This would help TARC determine how to use bus service to improve cross-river routes.

A: The group reviewed the traffic table from the Ohio River Bridges Project Post-Construction Study during the meeting. (link included at end of meeting minutes)

Comment: It's important to consider communications strategy: Encourage employers to think differently about the work place such as flexible hours and working from home.

Response: Knows those tactics were utilized successfully during the closure in 2011.

Q: Could there be a partnership with RiverLink to reduce tolls during work?

A: Everything is on the table, but the revenue generated from tolls is required to meet financial obligations of the Bridges Project – project costs, operations and maintenance.

Comment: If traffic volume goes up, then tolls should go down.

Response: Nothing is off the table, but it will be a decision made at a higher level at a later date.

Q: Will workforce brought in be housed on both sides of the river?

A: It will be up to individual firms. Because federal funding will be used, there will be DBE requirements. They can't restrict where the workers are coming from/housed.

Q: Is the work extending service life 20 or 30 years? I've heard both (20 on media).

A: Additional preventive maintenance will be needed, but the project is expected to extend the service life of the bridge 30 years. KY approaches will include complete repainting. IN approaches previously galvanized and not on same schedule.

Comment: When you look at the traffic numbers from 2013 and 2018, 21,200 went to Lewis and Clark Bridge. It's a new option for people in Oldham County, and important to consider that.

Response: It's significant to see that many people using a new bridge (Lewis and Clark). People have a value on their time and decide if they want to pay a toll. Overall cross-river traffic is down about 4,000

Q: What's being done to address intermodal transportation (bikes, pedways) and see if it can be included in the project?

A: It won't be included. This is a rehabilitation project and not an expansion. The NEPA process would be significantly longer and it would extend the timeline and costs. It could be considered by the states as a potential project in the future. Structural needs are driving this project. It's a necessity to complete the work in a timely manner.

Q: Will transit travel patterns will be included in traffic modeling?

A: We're developing the outline for contractors.

Q: Are there sound considerations/attenuation being considered for this project?

A: Because this is a rehabilitation project and won't add capacity, it doesn't fall under requirements for noise abatement. The team will be in conversations with preservation officers

Comment: Would like to see improvements for downtown New Albany streets/lighting incorporated as part of the project.

Response: The lighting we're going to address is on the bridge. Cherry St. may be more likely b/c work is being done on that bridge. There are opportunities, but it would have to be brought up as early as possible and done in a collaborative way.

Q: Super heavy loads currently stop traffic on the Sherman Minton Bridge. Will this rehab prevent traffic stopping for super heavy loads?

A: It depends on what the super load is. Circumstances differ for each permit. It may not change a lot. The condition rating of the bridge should improve with the work.

Q: Will the model look at traffic demand impact on local streets?

A: The model is still being developed and it's too soon to say how robust it will be. They want to spend money wisely.

Comment: The Silver Creek Bridge on Brown Station Way has a life expectancy of 3-5 years. The timeline could put the bridge out of commission at the same time as this project. There's been previous discussion of making it an at-grade intersection (being considered by Clarksville and Clark County).

Project Team question: Is that programmed right now?

A: It is not programmed. Money is not currently available.

Project Team: The sooner we know about these things, the better we can plan.

IV. Meeting Wrap-Up

Ron Heustis reiterated this is a rehabilitation project. Because of the traffic impacts, the environmental work must be done.

Andrea Brady thanked everyone for their time and commitment today and being part of the CAC meetings. Today, there was a lot of disseminating information. The next meeting may be much more interactive. Fact sheets and Follow Our Progress cards are available on the way out.

Save the Date: November 29 will likely be next CAC meeting.

Attachment: Sherman Minton Renewal fact sheet

Link to ORB Post-Construction Traffic Study prepared for the Bi-State Management Team: https://www.in.gov/indot/files/LSIORB%20Project%20Post-Construction%20Traffic%20Study_Final.pdf (published July 2018)



A bridge rehabilitation and painting project that will significantly extend the service life of the bridge.

SHERMAN MINTON BRIDGE

- First interstate bridge in Louisville
- Opened in 1962
- Unique double-decked design
- Carries six lanes of traffic (I-64 and US 150)
- Carries about 90,000 vehicles daily
- Long-term repairs needed to extend the life of the bridge
- Five bridge structures associated with the crossing

OVERVIEW

- \$90+ million bridge rehabilitation
- Will add up to 30-years of service life to the bridge
- Replacement or refurbishment of all bridge decks
- Rehabilitation or replacement of structural steel elements and hanger cables
- New lighting
- Drainage repairs
- Painting of steel components

ENVIRONMENTAL PROCESS

- Study is required by law for federally-funded projects
- Full analysis of social, economic and environmental impacts
- Consideration of ways to avoid, minimize or mitigate impacts
- Working with state, local and federal officials
- Public involvement is a key part of the study
- Project Team must identify best construction approach

CONSTRUCTION APPROACH

- INDOT and KYTC committed to safe and cost-effective project
- Working to minimize disruption to drivers
- No decisions have been made yet, multiple options will be explored
- Full closure = full access for construction and reduced timeline and costs, but would create more impacts to traffic
- Partial closure (lane restrictions) = maintain traffic, but would extend timeline and increase costs
- Seeking input from the public

FUNDING

- Fully funded through federal and state highway funds
- IN and KY will share the cost of the work
- There are no plans to toll the Sherman Minton Bridge

TIMELINE

- Construction approach recommended in fall 2019
- Complete contract procurement, select design-build/best value contractor in fall 2020
- Construction expected to begin in early 2021
- Construction completed in two to three years

**OPEN
HOUSES
5:30–7:30 PM**

Presentation at 6 pm

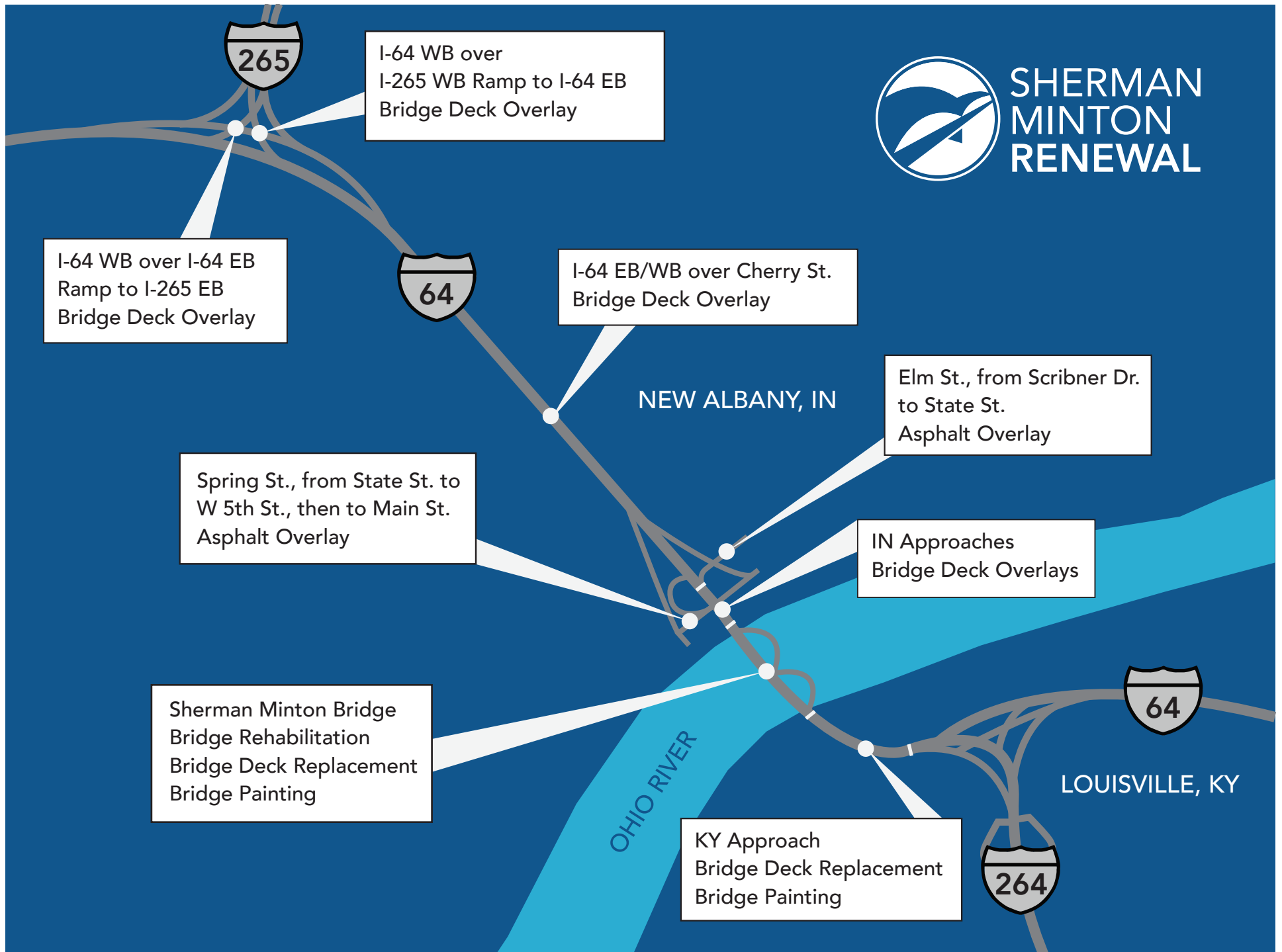
Tuesday, Oct. 2
Scribner Middle School
910 Old Vincennes Rd.
New Albany, IN

Thursday, Oct. 4
Chestnut Street Family YMCA
930 W. Chestnut St.
Louisville, KY





SHERMAN MINTON RENEWAL





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PROJECT OVERVIEW



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SHERMAN MINTON BRIDGE TODAY

- Connects Louisville, KY and New Albany, IN (I-64 and US 150)
- Carries six lanes of traffic
(3 lanes WB on upper deck, 3 lanes EB on lower deck)
- About 90,000 vehicles daily



SHERMAN MINTON RENEWAL

- Major rehabilitation and painting project to extend the life of the 56-year-old bridge
- Replacement or refurbishment of bridge decks, structural steel elements and hanger cables
- New lighting, drainage repairs and painting of steel components
- No addition of lanes or reconfiguration of interchanges; staying within the existing Right of Way



SHERMAN MINTON RENEWAL

- Long-term repairs and normal maintenance will add up to 30 years of service life
- Project extends from I-265 in Indiana to I-264 in Kentucky
- Includes the rehabilitation or refurbishment of three additional bridges on I-64 within the 3-mile corridor and pavement overlays in a few areas.



PROJECT FUNDING

- \$90+ million dollar project
- Fully funded through federal and state highway funds
- IN and KY will share cost of the work
- **No plans to toll Sherman Minton Bridge**

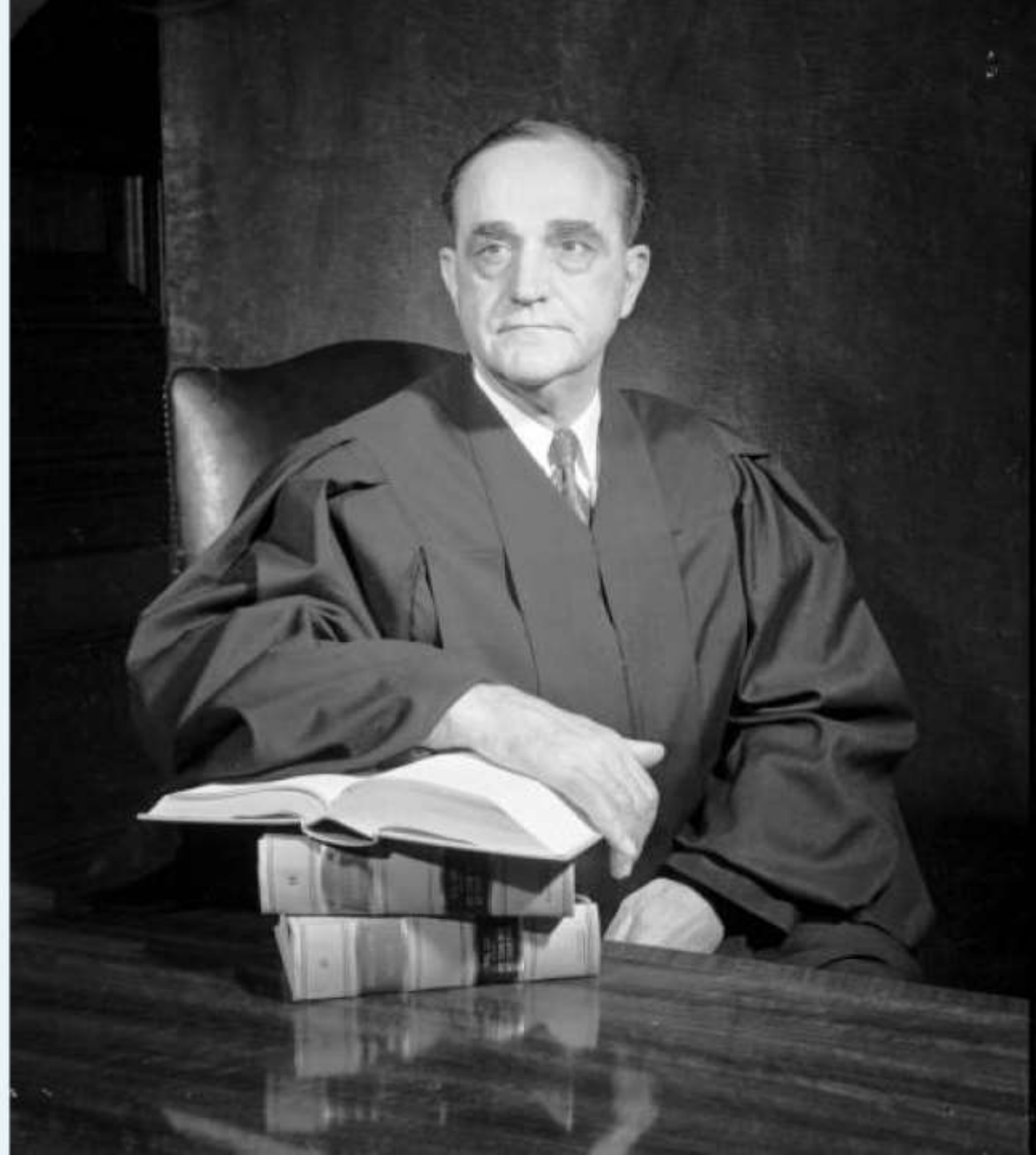
HISTORY AND TIMELINE

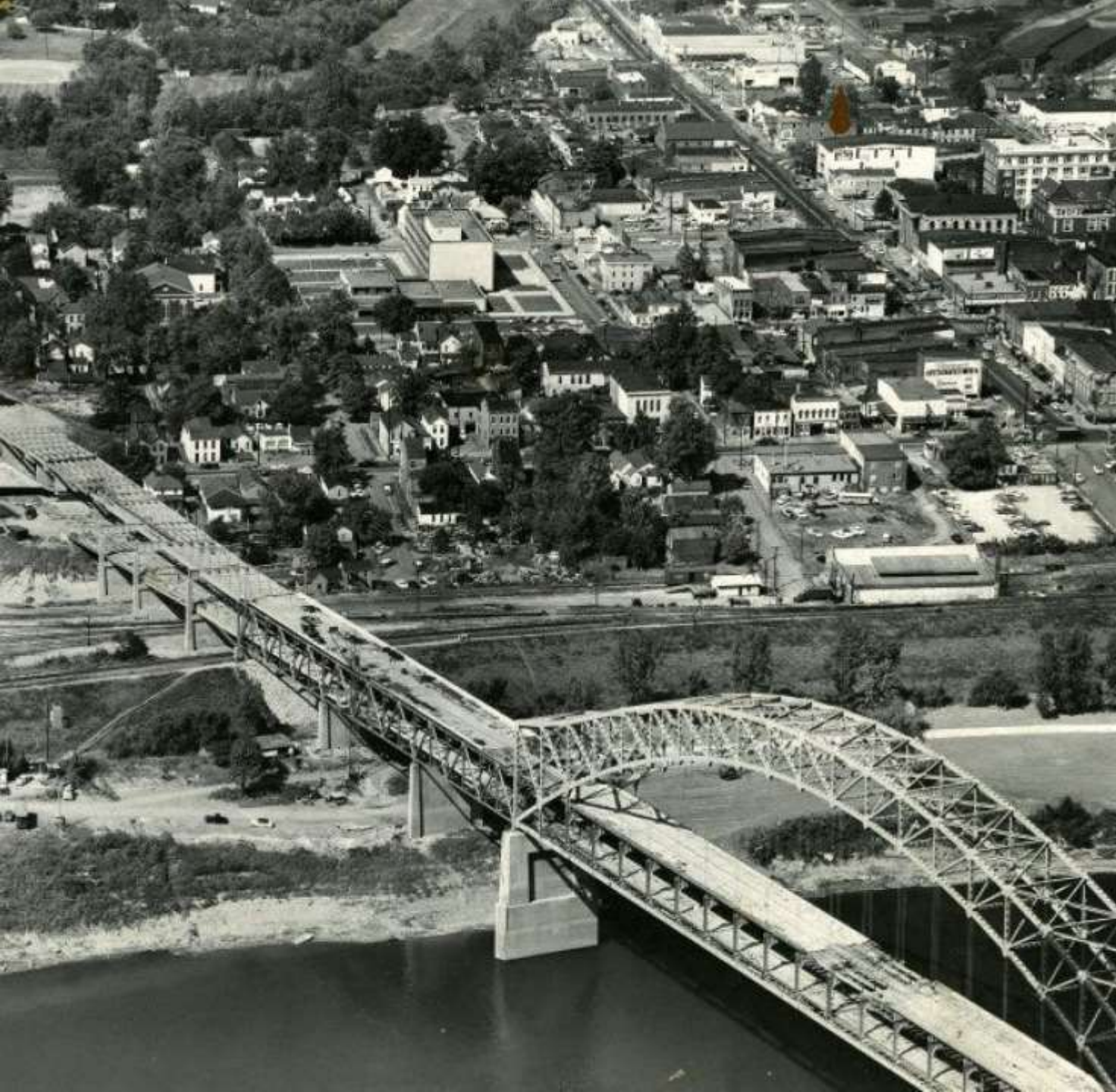


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WHO WAS SHERMAN MINTON?

- U.S. Supreme Court Justice, 1949–1956
- Peacemaker on a divided court
- U.S. Senator from New Albany, IN, 1935–1941
- World War I Veteran





BRIDGE HISTORY

- First U.S. interstate bridge in Louisville
- Construction began 1959
- Opened in August 1962, one year before Kennedy Bridge
- Designed by Louisville-based Hazelet & Erdal and constructed by R. C. Mahon



AN ICONIC DESIGN

- Double-decked twin arch bridge
- 2,053 feet long
- Named "Most Beautiful Long Span Bridge" by AISC (1961)
- One of few double-decked interstate bridges (Brent Spence in Cincinnati and George Washington in Manhattan)



EMERGENCY REPAIR 2011–2012

- Cracks discovered in fracture-critical members during September 2011 inspection
- Emergency closure ordered
- Closed for five months
- Repairs included 2.4 million pounds of new structural steel





HOW WILL THIS BE DIFFERENT THAN THE 2011–2012 CLOSURE?

- More cross-river capacity available today
- Public will have more time to provide input into process
- Any restrictions or closures will be known well in advance
- More opportunity to mitigate for traffic impacts, given non-emergency status

WHAT'S HAPPENING NOW?



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ENVIRONMENTAL PROCESS

- Project Team is tasked with identifying the best approach
- An environmental study, required by the National Environmental Policy Act (NEPA) is underway
- Study includes social (including Environmental Justice), economic and environmental impacts
- Although there will not be any permanent impacts, plans will be developed to avoid, minimize or mitigate temporary impacts

PUBLIC OUTREACH

- Public Open Houses: 10/2 & 10/4
- Meetings with Community Advisory and Environmental Justice Committees
- Committees include representatives for government, low-income or minority populations, business and community groups
- Future public meetings to continue gathering input



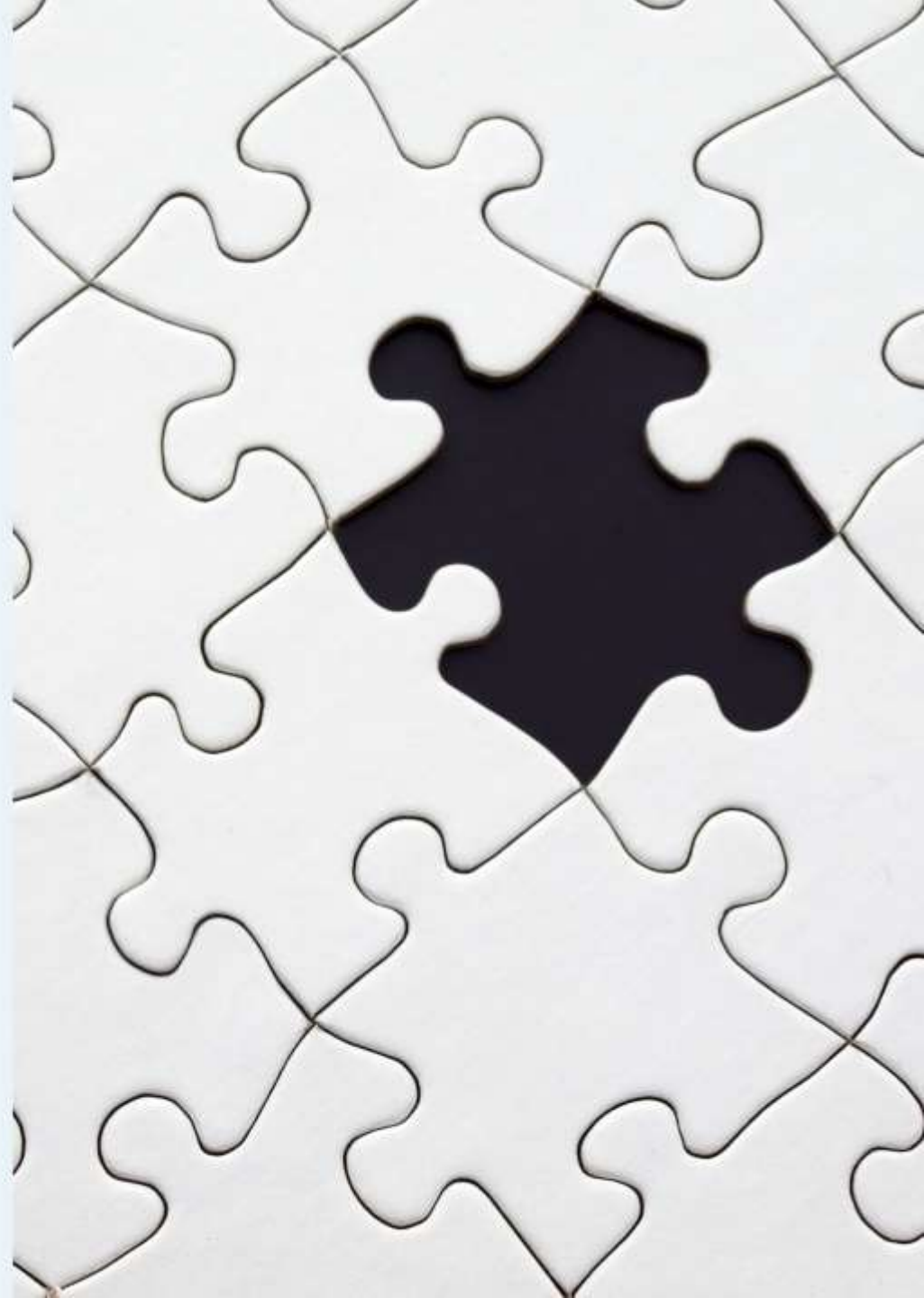
CONTRACTOR SELECTION



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OUR GOALS

- Based on public input, develop plan giving a clear range of traffic management options to contractors
- Invite innovative solutions to reduce impacts to public
- Provide best value to public, budget and timeline criteria



CONSTRUCTION APPROACH



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EXPLORING OPTIONS FOR IMPACTS TO TRAFFIC

- No decisions have been made yet
- Range of options will be considered



WEIGHING PROS & CONS

- Partial closure (lane restrictions) = maintain traffic, but would extend timeline and increase costs
- Full closure = full access for construction and reduced timeline and costs, but would create more impacts to traffic

PROJECT SCHEDULE



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KEY MILESTONES

- **Summer 2018**
Project Team begins work
- **2018/2019**
Environmental work, public outreach, development of contract specifications
- **Fall 2019**
Public Hearing held, environmental document submitted to FHWA with preferred approach to construction & traffic mgmt.
- **Fall/Winter 2019**
FHWA approval of environmental document; begin contract procurement
- **Fall 2020**
Complete contract procurement, select design-build/best value contractor
- **Early 2021**
Construction expected to begin

STAYING IN TOUCH



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PROJECT WEBSITE

WWW.SHERMANMINTONRENEWAL.COM



- Central source for information
- Project updates
- Meeting schedule
- Opportunities to submit comments/questions



SOCIAL MEDIA CHANNELS

- **Facebook**
Sherman Minton Renewal
- **Twitter**
@ShermanRenewal
- **Instagram**
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THANK YOU



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