COMMUNITY ADVISORY COMMITTEE (CAC) MEETING AGENDA

Date: Thursday, Nov. 29
Time: 10:00 - 11:30 a.m.
Meeting: CAC Meeting #2
Location: Junior Achievement of Kentuckiana, located at 1401 W. Muhammad Ali Blvd.

I. Welcome and Introductions

II. Presentation and Discussion

   Review CAC Role/Benefits
   Group Guidelines
   What’s Been Happening
   Themes From Open Houses
   Purpose and Need
   2011-2012 Emergency Closure
   Open Discussion

   Preliminary Traffic Alternatives
   Open Discussion

   Project Constraints
   Evaluation Criteria
   Open Discussion

   Project Schedule
   Sharing Information

III. Q & A

IV. Closing/Next steps
Meeting Summary
Thursday, Nov. 29, 10:00 – 11:30 a.m.
Junior Achievement of Kentuckiana, 1401 W. Muhammad Ali Blvd.

CAC attendees
Barb Hunt, IN Motor Truck Association
Gary Langston, IN Motor Truck Association
Scott Wood, City of New Albany
Melissa Zink, Kentucky Trucking Association
Kevin Baity, Town of Clarksville
Michael Denny, Ivy Tech Community College
Nancy Jo Trafton, Indiana University Southeast
Jeff Wafford, UPS
Doug Hamilton, Metro Louisville
Sharon Jones, New Albany Floyd County Schools
Aida Copic, TARC
Matt Hall, One Southern Indiana
Jerry Finn, Horseshoe Foundation
Norris Hamilton, Horseshoe Southern Indiana
Iris Wilbur, GLI
Randy Frantz, JCPS
Jim Nichols, Humana
Mary Gesenhues, Develop New Albany

Presenters
Andrea Brady, C2 Communications
Wendy Vachet, Michael Baker
Craig Moore, Parsons
Toby Randolph, Parsons

Project attendees
Ron Heustis, INDOT
Mary Jo Hamman, Michael Baker
Alex Lee, Parsons
Lindsay Ashby, KYTC
Mindy Peterson, C2 Communications
Kaitlin Keane, C2 Communications

Meeting Minutes
1. Welcome
Andrea Brady welcomed CAC members, introduced the Project Team and CAC members introduced themselves.
II. Project Presentation and Discussion
   a) CAC Role and Benefits – Andrea Brady
   b) Group Guidelines – Andrea Brady
   c) What’s Been Happening – Andrea Brady
   d) Themes from Open Houses – Wendy Vachet
   e) Purpose and Need – Wendy Vachet
   f) 2011-2012 Emergency Closure – Craig Moore
   g) Open Discussion – All
   h) Preliminary Traffic Alternatives – Toby Randolph
   i) Open Discussion – All
   j) Project Constraints – Wendy Vachet
   k) Evaluation Criteria – Wendy Vachet
   l) Open Discussion – All
   m) Project Schedule Review – Wendy Vachet
   n) Sharing Information – Wendy Vachet

CAC Role and Benefits
The Community Advisory Committee (CAC) is made up of a diverse group of engaged voices from both sides of the river and includes representatives of business, civic organizations, educational institutions, government, low-income or minority groups, faith-based organizations and others. Its role is to provide input, share feedback and share project information with the community. The benefits include sharing project information, building understanding, the opportunity to hear differing views and the opportunity for collaborative problem solving.

Group Guidelines
Hold productive conversations, consider different perspectives, make constructive suggestions and respect all viewpoints.

What’s Been Happening
Public announcement in mid-September, first CAC and EJ meeting were held in late September, environmental/permitting resource agency met in late September, open houses were held in New Albany and Louisville in early October, preliminary traffic modeling and Environmental Justice technical analysis are continuing.

Themes from Initial Open Houses
Toll-related concerns, questions about a bike/pedestrian facility, business concerns related to maintenance of traffic and concerns about closures (partial or full).

Purpose and Need
Project Need: Structural deterioration
Purpose: Rehabilitate deteriorating Sherman Minton Bridge, extend the service life of the bridge by 30 years and coordinate and complete adjacent projects scheduled for the same construction timeframe.

2011-2012 Emergency Closure
The Project Team is taking as many pieces as possible to learn from the closure and prepare for upcoming work.

Differences: It was an emergency closure without time to prepare. There is now more cross-river capacity.

Mitigation used: Added ramp capacity (added capacity on ramps from 64 to 265 and 265 south), Kennedy Bridge treatments to organize traffic (has since been addressed by Bridges Project), US 31 Clark bridge capacity (3 lanes in peak hours), ramp metering and closures, increased Hoosier Helper patrols, traffic signal optimization, signage and use of intelligent transportation systems (message boards to publicize alternate routes).

Team is considering what helped then and what will help now.

Current Travel Patterns – Big Data
GPS tracking, smart phone apps and vehicle tracking information is being used to tell where trips are coming from and headed to.

A better understanding of current use of Sherman Minton and other bridges will help predict where traffic will go during any restrictions or closures.

Trips from IN to KY: about 45% are coming from the West. 6% are coming from the North and nearly half of the trips (49%) are coming from the New Albany/Clarksville area.

The Project Team will use all available data to inform decisions on maintenance of traffic. That information includes lessons from 2011/2012 emergency closure, big data, community and business input, more cross-river capacity (completion of Ohio River Bridges Project) and traffic demand model.

The traffic demand model will be a key tool to help predict traffic diversion, anticipate what to expect and make informed decisions in identifying possible mitigation.

Open Discussion
Comments and Q: Last time it was a Friday at 5pm, which was a prime time for Horseshoe guests to visit. Signage was an early issue. People didn’t know where to go/what to do. Horseshoe partnered with INDOT to work on signage.
Biggest concern with difference now is that many of the alternates are tolled. Will there be concessions on tolling? How can we make it more palatable for people to possibly drive further and pay a toll?

A: Tolling will have to be considered, but it’s very early in the conversation.

Q: Is public transit included in big data information? Can public transit be included on the constraints map?
A: They can separate commercial vehicles from passenger vehicles, but transit is not specifically pulled out.

TARC indicated cross-river traffic and trip numbers are available and TARC is happy to assist Project Team members.

Q: New Albany recently switched to some arterial streets to 2-way streets. Is that taken into consideration?
A: Yes

Q and Comment: If the closures happened today, would previous mitigation measures be enough? There’s more traffic using the Sherman Minton Bridge today.
A: The additional traffic using the Sherman Minton Bridge is considered. Different scenarios will be modeled and help identify congestion spots and best mitigation. It’s too soon to say what the mitigation will include.
Q: Have you decided if it will be a complete closure or partial with lane restrictions?
A: It’s too early to say. We’ll be talking about preliminary traffic alternatives shortly.

Q: Have you considered increasing I-265 to 65 interchange to 3 lanes? It’s 2 lanes. If traffic is funneled in that direction, can it be expanded to three lanes and possibly separate truck traffic and passenger traffic?
A: Once the traffic modeling is complete, we’ll look at width and possibilities for mitigation.

Q and Comment: I was caught in “Shermageddon” and it was very frustrating. Why were police not more involved? It never seemed like traffic patterns resolved themselves. Can we use more law enforcement to direct traffic?
A: When talking about lessons learned, lessons were also learned by law enforcement. There is more time to plan now.

Comment: Traffic control worked well. They used manual point control to help in major intersections. It was manual point control that was also used the following week. Communication was a real issue in sharing information with motorists. Waze and smart phones will assist this time.
Comment: The addition of lanes in 265/64 area was very helpful. It worked well. It continues to be a bottleneck. We’ve seen a revitalization of downtown New Albany with more businesses relying on traffic that is crossing Sherman Minton Bridge. New Albany is more of a destination. Not all of the increased traffic on Sherman Minton Bridge is because of toll diversion.

Comment: It’s important to look at efforts that happened on local streets (turning lanes, queuing, traffic signals). Vincennes and Spring Street intersection had a dedicated right-hand turn, but on-street parking immediately followed. They removed some of the on-street parking. An inventory needs to be done to determine what was done, what worked.

**Preliminary Traffic Alternatives**
Double-decker bridge with three lanes of traffic in each direction. Existing bridge is narrow, only 42 feet, project limits bound by one service and system interchange.

**Option One: One/Two Lane Closure (Partial Width Repair)**
Advantages:
Maintains one or two lanes of traffic in each direction, simultaneous construction on both decks and could include additional nighttime/weekend closures.
Disadvantages:
Traffic congestion during peak hours, longest construction duration and limited contractor access.
Options include the possibility of one or two lanes. When contractors have more room, they can finish the work faster.

**Option Two: One Directional Closure AM Peak (One Directional Closure PM Peak/One Deck Under Repair at a time)**
Maintains three lanes in the morning and switch in the afternoon.
Advantages:
Maintains three reversible lanes and maintains contractor access.
Disadvantages:
One direction is always closed, upgrade detour routes, safety provisions on upper deck while maintaining traffic on lower deck.
There would be a full closure daily for about 30 minutes
Movement of 64W to 264 would have to be restricted during the morning.

**Option Three: Movable barrier operation (One deck under repair at a time)**
Two lanes in and one out and switch.
Advantages:
Maintains two lanes in peak direction and always maintains at least one lane.
Disadvantages:
Could be a viable option dependent on what traffic modeling indicates.
Option Four: Full Closure (Repair Entire Bridge)
Contractor could get in, complete the work and get out.
Advantages: Offers the quickest timeframe.

We're not sure yet how long repairs would take/closure would last.

We could do a combination of any of the preliminary options. These are preliminary options only.

Open Discussion
It’s important to remember it’s not an either/or for a long-duration. It could be a combination of alternatives with limited duration. Work underway could also limit live load allowed on bridge at that time. There are also special events (Derby, Oaks and Thunder) to consider.

Q: Could you encourage big semis to go in another direction and limit truck traffic?
A: We could and that’s an option that’s being considered, with diversion of truck traffic. It will be one scenario that is considered in traffic modeling.

Comment: Truckers will take the biggest hit. They'll have to pay more if using tolled bridges. Congestion is a killer of commerce. Congestion raises transportation costs and those costs trickle down to consumers. Truckers want to be in out and out quickly.

Comment: From UPS’s perspective, every 5 minutes of delays costs the fleet $10 million dollars. The cost reaches customers eventually. Times in transit are crucial, especially when taking about medical devices. This is a logistics and healthcare hub. A full closure would be very difficult.

Comment: If truckers are sitting in traffic for an hour, it’s an hour they can’t drive. When maximum hours are reached, truckers can’t move.

Comment: Is it possible that thru truck traffic may prefer a detour for ease and quickness of travel. Trucks are an important part of the model and something the Project Team is looking at closely.

Q: When are we expecting construction to begin?

Comment: It’s important to consider seasonality and daylight savings. It would be a challenge to have younger students on the road (public transportation).
Comment: We agree the work needs to be done. If there is an option to do the work with restrictions, that would be the preference to avoid a total shutdown. Understands that it adds time to the project, but it’s important to keep traffic moving across the river and leave that option available to drivers.

Q: Will you consider impact on public transportation when considering alternatives? Consider constraints and solutions, and long-term considerations for public transportation and mobility.
A: Long-term, no. We’re not changing capacity. It will be better, smoother and safer after the work.
Comment: Public transportation should be a solution (possible mitigation) for all populations, not just EJ populations.

Comment: TARC can share information on bus routes and traffic patterns during the emergency closure.
Comment: JCPS has 1,200 buses and can share where/when those buses are traveling today. (information is not available for 2011)
Comment: New Albany Floyd County Schools may also have bus data to share.

Q: Is there no opportunity for a reduction of tolls during construction?
A: Tolls are something we’ll be talking more about, but it’s too soon to say what any mitigation may look like. We don’t know yet, but we know it’s important.
Q: What’s the duration of the project?
A: It depends on the delivery method.
Comment: We have Harvest Homecoming and several events that should be considered.

Q: What’s the minimum, allowable width for lanes?
A: 11-foot lanes can be used, but current 3-foot shoulders already don’t meet current design standards.

Comment: Duration will be determined by construction approach. This will be a design-build best value project that will offer the contractor the opportunity to bring creative solutions to the table.
Comment: There will likely be a dollar amount set for various scenarios and a contractor will “bid” the number of days for each MOT approach.

**Project Constraints**

**Environmental Constraints**
We determine our impacts and then identify possible mitigation.
Constraints include environmental justice areas, historic districts, neighborhoods, businesses/business districts, floodplains, community resources (parks and trails) and wetlands and streams within the existing right-of-way (ROW).
If you have an issue/area of concern, now is the time to share it for consideration.

**Evaluation Criteria**
Traffic impacts, environmental impacts and economic impacts are all considered. Traffic impacts include roadway network, level of service/delay, queue lengths, and diversion (time and cost). Environmental impacts include environmental justice and historic districts. Economic impacts include duration, tolls and construction cost.

**Open Discussion**
Q: You mentioned roadway network. What is your date for needing to know what local closures will be in place during this time period?
A: Now is the time, if possible. Coordination is important to determine optimum time for work to be done. We can look at local programming, but with new money being available, it would be helpful to have the information as quickly as possible.

Q: If a community is awarded funds and has a limited time to use the money, is there an option to extend the deadline for the use of the funds?
A: It’s important to know what’s going on so we can make that type of request to delay, accelerate or possibly extend deadline.
Q: Have you talked to utility companies?
A: Yes, that coordination is taking place. We’ve talked about potential impacts, but we will also be talking about future projects/work that could have an impact.

Q: As we talk about diversion, are you looking at the need to add stop signs, etc.?
A: Yes, some detour routes may need to be upgraded – strengthening of shoulder, paving, signage.

Q: Is there a formula to weigh the proposals? Is there a scoring rubric that will be used and can it be shared?
A: There will be a template and contractors will know criteria (but not weighting). There will be scores for communication, schedules, etc.
Q: As that is fleshed out, would it be appropriate for stakeholders to know that information to share?
A: Criteria will be public and published with request for proposals. Scoring and weighting will remain confidential. This process helps us determine the right weight to assign to the criteria.

Comment and Q: Closing the bridge is not popular. But a full closure would improve safety. Is safety a consideration? Thru truck traffic is not as familiar with the area and will be important to clearly communicate any rerouting.
A: Safety is always the number one consideration.
A: There may be tasks (like hanging cables) when it’s not possible to have live traffic on the bridge.
Comment: Signage is important.

Comment: There are concerns about limited crossings of Silver Creek (Browns Station Way) and traffic demands. (Crossings include Spring Street, Providence Way and Blackiston Mill Road.) The models don’t take into consideration the limited number of crossings.

**Project Schedule**
Summer 2018: Project team started work.
Fall 2019: Public hearing will be held, environmental document submitted to FHWA with preferred approach to construction and traffic management.
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

**Environmental Milestones**
We’re currently working to develop the range of alternatives and gather information and feedback. In spring (March), we expect to be able to share more detailed information about traffic modeling, temporary impacts and possible mitigation. We’ll have another round of open houses in summer 2019 and a public hearing in fall 2019.
This group is expected to meet twice in 2019 (spring and summer).

It’s a 2-way street. We want to share and receive information.

Q: Is the role of the CAC complete at that time (late 2019)?
A: The majority of the role is complete. We will likely move to talking more about communication and sharing information with the public.

Q: This group will likely not have direct impact on the design-build solutions?
A: You’re helping now with the information being gathered. There will be a public outreach component that is part of the contractor’s proposal.

Q: Are there notes from the previous meeting that are available?
A: Project website is up and running. It’s a central source for information. Social media channels are also available, use comment cards to stay in touch.
Meeting minutes are available on the website for the previous meetings and will be posted for this meeting. Meeting summaries and presentations will also be shared electronically with this group. Be sure to sign in and pick up meeting materials.
Follow-up Questions Received

- Will the bridge be lit? New roadway lighting will be installed, but there will not be aesthetic lighting.
- Will some consideration be given to the merging traffic from 264 onto the bridge (people tend to use the middle lane as a lane and a half when merging)? Pavement markings may be able to be adjusted, but physical pavement will not be changed.
- Will there be technology incorporated into the bridge work for driverless vehicles or Google car technology? Autonomous vehicles do not rely on any technology within the infrastructure. INDOT and KYTC both have advanced ITS systems that are upgraded on a regular basis.

Next meeting expected in March 2019.
**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

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<th>Date</th>
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| 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  |

shermanmintonrenewal.com
COMMUNITY ADVISORY COMMITTEE (CAC)

- Diverse group of engaged voices from both sides of the river
- Includes representatives of:
  Business
  Civic organizations
  Educational institutions
  Government
  Low income or minority groups
  Faith-based organizations
  Residents
ROLE OF CAC

• Provide input throughout the NEPA process
• Meet two additional times within the next year
• Share feedback and identify concerns
• Share project information with the community
BENEFITS OF CAC

• Share project information and build understanding
• Detailed discussion of key issues
• Opportunity to hear differing views
• Opportunity for collaborative problem solving
GROUP GUIDELINES

• Hold productive conversations
• Consider different perspectives
• Make constructive suggestions
• Respect all viewpoints
WHAT’S BEEN HAPPENING?

- Public announcement (mid-September)
- First CAC & EJ meetings (late September)
- Environmental/permitting resource agency meeting (late September)
- Open houses in New Albany & Louisville (early October)
- Preliminary traffic modeling (continuing)
- Environmental Justice technical analysis (continuing)
THEMES FROM INITIAL OPEN HOUSES

- Toll-related concerns
- Questions about a bike/pedestrian facility
- Business concerns related to maintenance of traffic
- Concerns about full vs. partial closure
PURPOSE AND NEED STATEMENT
PROJECT PURPOSE

• Rehabilitate the deteriorating Sherman Minton Bridge
• Extend the service life by 30 years
• Coordinate and complete adjacent projects scheduled for the same construction timeframe

PROJECT NEED

• Structural deterioration
2011–2012
EMERGENCY CLOSURE
LESSONS LEARNED

Emergency Closure Day 1

Mitigation
- Added ramp capacity
- Kennedy Bridge treatments
- US 31 Clark bridge capacity
- Ramp metering and closures
- Increase Hoosier Helper patrols
- Traffic signal optimization
- Signage
- Use of intelligent transportation systems

Improved Travel Times

I-65 SB 7.2MM to 0.2 MM
CURRENT TRAVEL PATTERNS – BIG DATA
OPEN DISCUSSION

• What challenges did the community face during emergency closure?
• What challenges did local businesses face during emergency closure?
• What is different now?
• What are the knowns and unknowns?
PRELIMINARY TRAFFIC ALTERNATIVES
Two bridge decks with planned extensive repairs
Three lanes of traffic in each direction
Existing bridge width for both decks is only 42 foot
Project limits bound by 1 service and 1 system interchange
OPTION ONE: One/Two Lane Closure (Partial Width Repair)

ADVANTAGES
» Maintains one or two lanes of traffic in each direction
» Simultaneous construction on both decks
» Nighttime/weekend closures

DISADVANTAGES
» Traffic congestion during peak hours
» Longest construction duration
» Limited Contractor Access
OPTION TWO: One Directional Closure AM Peak (One Deck Under Repair at a Time)

ADVANTAGES
» Maintains three reversible lanes
» Maintain contractor access

DISADVANTAGES
» One direction always closed
» Upgrade detour routes
» Safety provisions on upper deck while maintaining traffic on lower deck
OPTION TWO: One Directional Closure PM Peak (One Deck Under Repair at a Time)

ADVANTAGES
» Maintains three reversible lanes
» Maintain contractor access

DISADVANTAGES
» One direction always closed
» Upgrade detour routes
» Safety provisions on upper deck while maintaining traffic on lower deck
OPTION THREE: Movable Barrier Operation (One Deck Under Repair at a Time)

ADVANTAGES
» Maintains two lanes in the peak direction
» Always Maintains at least one lane

DISADVANTAGES
» Safety provisions on upper deck while maintaining traffic on lower deck
OPTION FOUR: Full Closure (Repair Entire Bridge)

ADVANTAGES
» Offers the quickest construction duration
» Provides contractor full access to bridge

DISADVANTAGES
» Most impactful option
» Upgrades to detour routes required
» Potential negative public perception
» EJ concerns with detour route tolling
OPEN DISCUSSION

• Thoughts regarding preliminary traffic alternatives

• Ideas about possible approaches to help achieve rehabilitation goals

• Community issues and concerns to be considered during environmental study

• Other considerations
ENVIRONMENTAL CONSTRAINTS

• Environmental Justice areas
• Historic districts
• Neighborhoods
• Businesses/business districts
• Floodplains
• Community resources (i.e. Parks and Trails)
• Wetlands and streams within the existing right-of-way (ROW)
EVALUATION CRITERIA
EVALUATION CRITERIA

Traffic Impacts
- Roadway network
- Level of service/delay
- Queue lengths
- Diversion – time and cost

Environmental Impacts
- Environmental Justice
- Historic Districts

Economic Impacts
- Duration
- Tolls
- Construction cost
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.
KEY MILESTONES CONT’D

• **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
PUBLIC AND AGENCY COORDINATION

Project kick-off; Data collection

Define purpose & need; Develop range of alternatives

Develop conceptual alternatives

Assess temporary impacts; Brainstorm potential mitigation

Identify preferred scenarios and Preliminary mitigation

Draft Environmental document

PUBLIC AND AGENCY COORDINATION

Public Open Houses
- October 2018
- Spring 2019

Public Hearing
- Fall 2019

We are Here

CAC & EJ Meetings
- 1 Sept 2018
- 2 Nov/Dec 2018
- 3 March 2019
- 4 Late Spring 2019

Public Open Houses
- October 2018
- Spring 2019

We are Here
SHARING INFORMATION
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
  @ShermanMintonRenewal

- YouTube
  Sherman Minton Renewal
THANK YOU