



ENVIRONMENTAL JUSTICE COMMITTEE (EJ) MEETING AGENDA

Date: Thursday, Sept. 19
Time: 6 - 7:30 p.m.
Meeting: EJ Meeting #1
Location: Louisville Central Community Center, 1300 W. Muhammad Ali Blvd.
(Louisville, KY)

- I. Welcome and Introduction of Project Team
- II. Project Presentation and Discussion
 - Overview
 - Funding
 - History and Timeline
 - Environmental Process
 - Contractor Selection
 - Construction Approach
 - Project Schedule
 - Staying in Touch
- III. Q & A
- IV. Closing/Next steps



Environmental Justice Committee (EJ) Meeting #1
Meeting Summary
Thursday, Sept. 20, 6:00 – 7:30 p.m.

EJ attendees

Darnell Farris, First Gethsemane Baptist Church
Yolanda Farris, First Gethsemane Baptist Church
Dan Hall, OneWest
Cathy Hinko, Metropolitan Housing Coalition
Mike Neagle, Portland Now
Eurana Horton, Portland Promise
John Hawkins, Center for Neighborhoods
Latondra Yates, Louisville Metro, property and leasing

Presenters

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

Project attendees

Antonio Johnson, FHWA
Tim Foreman, KYTC
Aaron Stover, Michael Baker
Dan Miller, Parsons
Brandon Miller, INDOT
Mindy Peterson, C2 Communications
Kaitlin Keane, C2 Communications
Eric King, C2 Communications
Ed Holmes, EHI

Meeting Minutes

I. Welcome

Andrea Brady welcomed EJ members and self-introductions followed. EJ members introduced themselves and shared their knowledge of the project to date.

Several members expressed concerns about traffic and cross-river mobility during construction, pointing out this is the only toll-free interstate bridge in the area and residents and businesses rely heavily on it. People will be impacted. They referenced the emergency closure of the bridge in 2011 and the impact on traffic. Several members had heard about the project and knew it would add significant life to the bridge.

Specific comments included:

- Appreciation for the diversity at the meeting, the timing of meeting and location.
- The Sherman Minton Bridge is very important for people going to school and work.

II. Project Presentation and Discussion

- a. Environmental Justice – Andrea Brady
- b. Overview – Ron Heustis
- b. Funding – Ron Heustis
- c. History and Timeline – Alex Lee
- d. Environmental Process – Alex Lee
- 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

Environmental Justice

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race or income.

This committee is made up of a diverse group of engaged voices from both sides of the river. It's important to have voices heard from the beginning.

Meetings will rotate from one side of the river to the other. The next meeting will be in New Albany. We're sharing a lot of information tonight. Future meetings will be more interactive.

We'll be engaging EJ communities throughout the process. Two open houses are scheduled for early October (dates and locations are on the fact sheet). We'll work to identify adverse effects and work to avoid, minimize or mitigate.

Project Overview and Funding

Sherman Minton Bridge:

- Connects Louisville and New Albany, six lanes of traffic. There are no full shoulders and no opportunity to add to the bridge with new construction.
- 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. 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. We're not talking about a 2-3 year closure. There are a lot of rumors.

Q: Do you have information from the previous shutdown (2011) on traffic mitigation and the impact on traffic?

A: Mary Jo and her team were part of the repair work in 2011. There are many more lanes of cross-river mobility available now. The Project Team is working closely with people who were involved in the rerouting of traffic during the 5-month closure.

Comment: The additional lanes now available are not toll-free options.

Three additional bridge rehabilitation/refurbishment projects are part of the Sherman Minton Renewal.

Q: Is that the work that is happening now on the approaches?

A: No. Ron pointed out the locations of the bridges that will receive some amount of work as part of the project.

This is a \$90+ million project. IN and KY are sharing cost of the work. There are no plans to toll the Sherman Minton.

History

History of who Sherman Minton was, history of the bridge and the 2011 closure
This was the first interstate bridge in the area. It has a unique double-decked design.

2011 closure: It's different this time with the ability to plan well in advance and to gather public input during the decision-making process. There is more of an opportunity to mitigate. We're here to listen. There is more cross-river capacity 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), CAC and EJ committees. EJ committee will meet again later this year. All input will help drive the decision-making process

Contractor Selection and Construction Approach

We know that lane restrictions and/or closures will have a significant impact on traffic. The bridge carries 90,000 vehicles a day and we're very aware of that.

Selection for more projects is often based on low bid. Procurement for the Sherman Minton Renewal will be design-build best value. There will be an emphasis on the amount of time for closures/restrictions and traffic impacts. The Project Team will help define best value for the community. It's not just a dollar amount that will determine what developer team (contractor/designer) will be selected. The Project Team will develop its design to about 30% complete, setting parameters for teams.

A “lane rental” would add expenses/disincentives for lane closures to encourage restrictions to be as short as possible.

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.

No decisions have been made. There’s a wide range of options that will be considered. They’ll be looking at maintenance of traffic possibilities and level of acceptance from the community.

Construction is expected to begin in early 2021. We anticipate the project will take 2-3 years. The timeline will be determined by the work and construction approach. There are unknowns (things we can’t see yet).

Q: There are 90,000 vehicles using the Sherman Minton now. What was the increase after the start of tolling?

A: 2018 Traffic numbers from the ORB Post Construction Traffic Study: Lincoln and Kennedy = about 64,000, Clark Memorial = @45,000 and Lewis and Clark = 21,000 (link to report included at the end of minutes).

Q: Has traffic on the Clark Memorial Bridge increased significantly since the start of tolls?

A: Yes. Clark traffic is up about 75% and Sherman Minton traffic is up about 23%. (ORB post-construction traffic study)

Comment: Cost is a driving factor. It’s important to consider the concentration of poverty.

Response: This is an important conversation and we realize the potential impacts.

Comment: We do a lot of work in West Louisville and I hear from many residents who have to head to New Albany for shopping options. They rely on a toll-free route.

Comment: This part of West Louisville is poised for an economic renaissance.

Q: Is the \$90 million set in stone? Could we pay more and expedite the work or would that lead to tolls?

A: The \$90 million should be sufficient for contractors to bid on the project and the states will determine the best value for the public.

Comment: If you work on one side of the river and live on the other, you don’t have a choice. You have to cross the river and the added expense (with tolls) is significant. There could also be a ripple effect on spending, employers, etc.



There's a difference between convenience (optional travel) and cost of impact on people's lives.

Comment: With the last closure, we had to change our office hours to accommodate our employees.

Comment: The last closure was a nightmare.

Response: There were many lessons learned from the 2011 closure. We have much more time for planning. Community input and traffic analysis will also help drive mitigation discussions. We're spending this time to design correctly and determine mitigation. The input we're getting is extremely valuable.

Q: Each direction has 3 lanes. Are they 11-foot lanes? Is there a shoulder lane that could be created to accommodate traffic?

A: It is not a full shoulder and can't accommodate traffic. There are minimal shoulders with no additional room to accommodate a lane of traffic. The lanes are narrow, but we'll see what is practical and possible as we get further into the study.

Comment from FHWA: The Project Team will look at a number of alternatives and consider traffic modeling, information on traffic patterns and public input. The discussion is just beginning and will help drive the decision.

Q: What about using TARC and a fleet of Ubers during high-traffic hours?

A: We're going to consider many possibilities. Those ideas are already being discussed.

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 there goals for women and minority participation in the project?

A: Absolutely. For any project with federal funding involved, there are requirements for minority and female participation.

Best value can include meeting and exceeding DBE goals.

Q: Who will be in charge of the procurement process?

A: Indiana is the lead. The states trade lead on maintenance responsibilities for the bridges.



Comment: The scrutiny on this will be substantial (DBE goals) because of the location in West Louisville

Response: We are committed to our DBE Program.

Staying in Touch

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

Please share project information and share feedback with us.

Comment: Is the website on its own enough? Graphics may help to visualize progress

Response: There will be community/grassroots outreach, presentations, etc.

Comment: Many people will benefit from this project, but there's a cost to individuals (tolls).

Response: We'll be looking at mitigation, and we these type of discussions are very helpful. We want to continue these discussions throughout the project.

Q: Can you tell us more about the community engagement plan?

A: We are developing that plan and working with this group to identify the best outreach methods. We'll be sharing information with the community in a variety of ways, and will consider community events as a way to share information.

III. Meeting Wrap-Up

We appreciate everyone's time and commitment today and being part of the EJ meetings. Fact sheets and Follow Our Progress cards are available on the way out.

The group agreed the evening time worked well for meetings.

Comment: It seems there are many more Project Team members than members of the community at this meeting.

Response: EHI made up to 75 calls and received commitments from about 20 people to be a part of the EJ Committee. Several touches were made regarding tonight's meeting.

Some members believe the email invitation should have provided more information about the project and potential impact on the community.

The complete EJ committee membership list will be shared with the meeting summary.

The fact sheet is also being shared electronically for ease of distribution.

Save the Date: November 29 is expected to be the next EJ 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

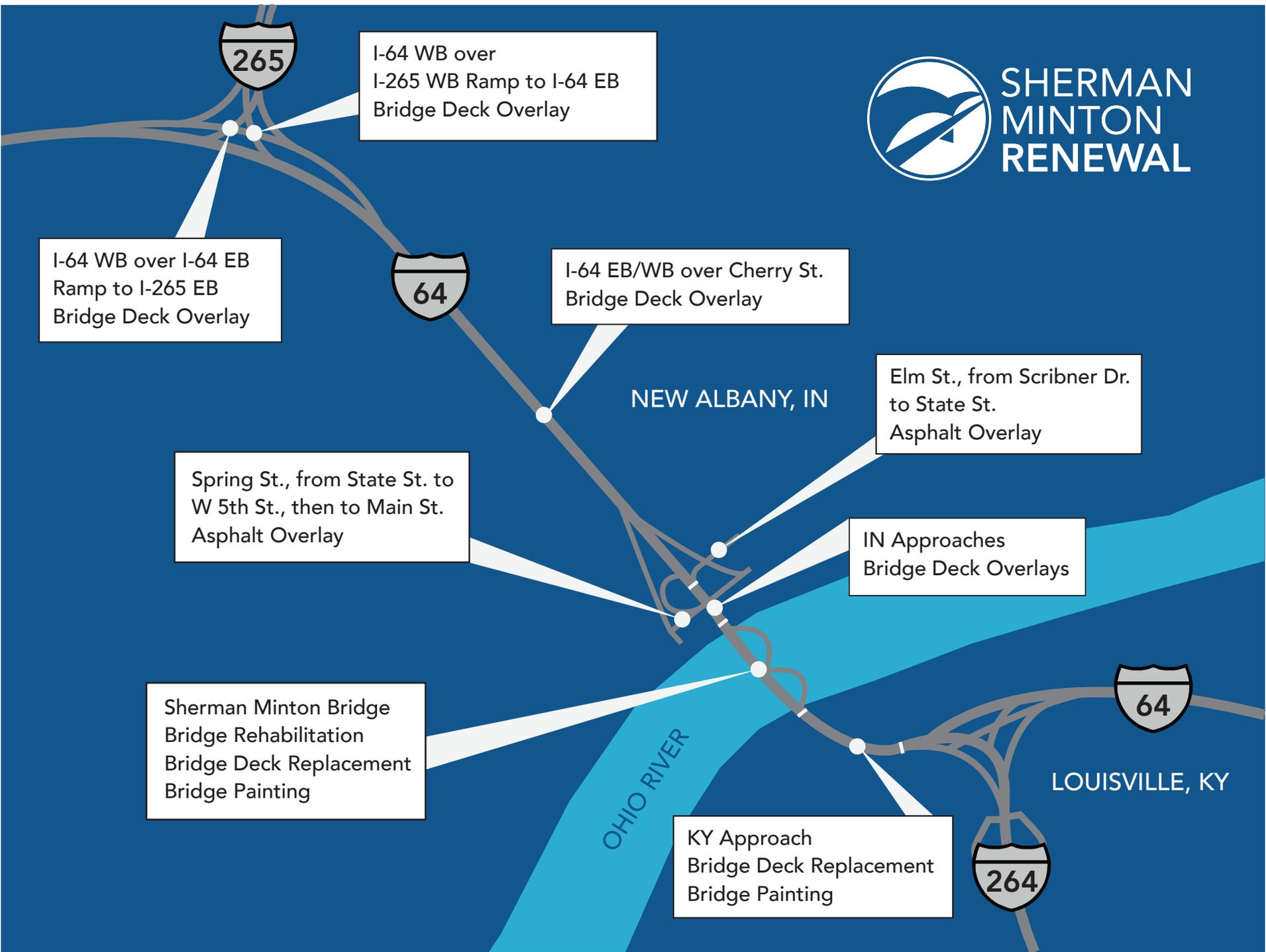
Tuesday, Oct. 2
Scribner Middle School
910 Old Vincennes Rd.
New Albany, IN

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





SHERMAN MINTON RENEWAL



NEW ALBANY, IN

LOUISVILLE, KY

OHIO RIVER



SHERMAN
MINTON
RENEWAL

PROJECT OVERVIEW



SHERMAN
MINTON
RENEWAL



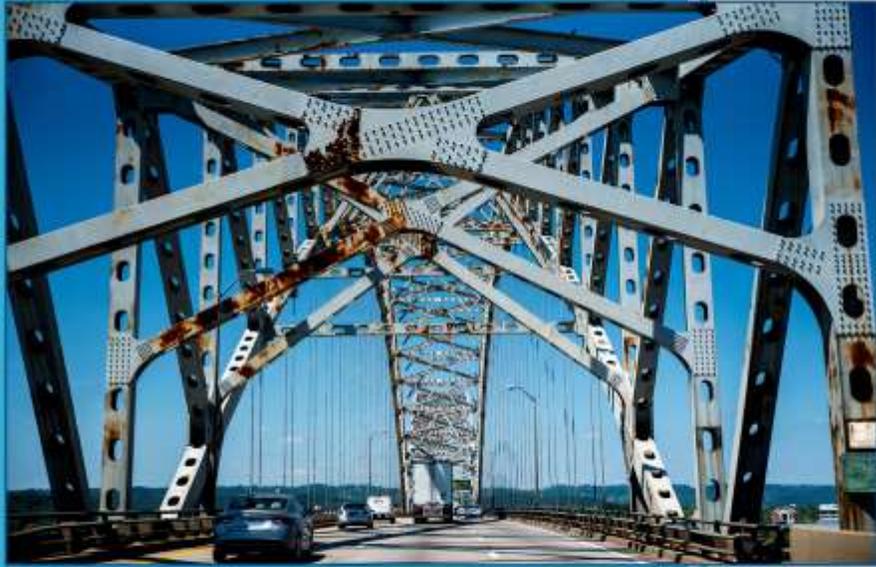
SHERMAN MINTON BRIDGE TODAY

- 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**

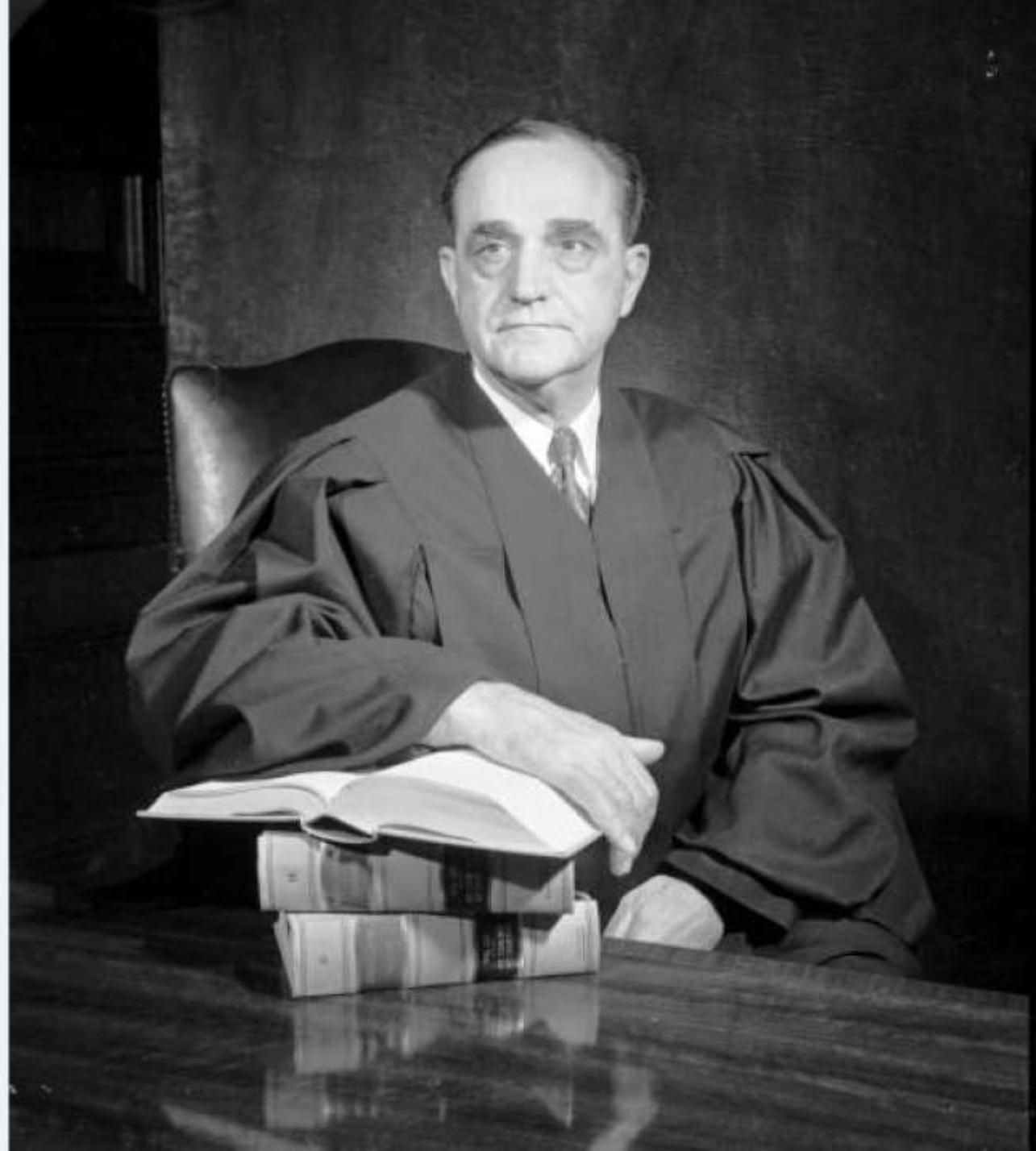
HISTORY AND TIMELINE

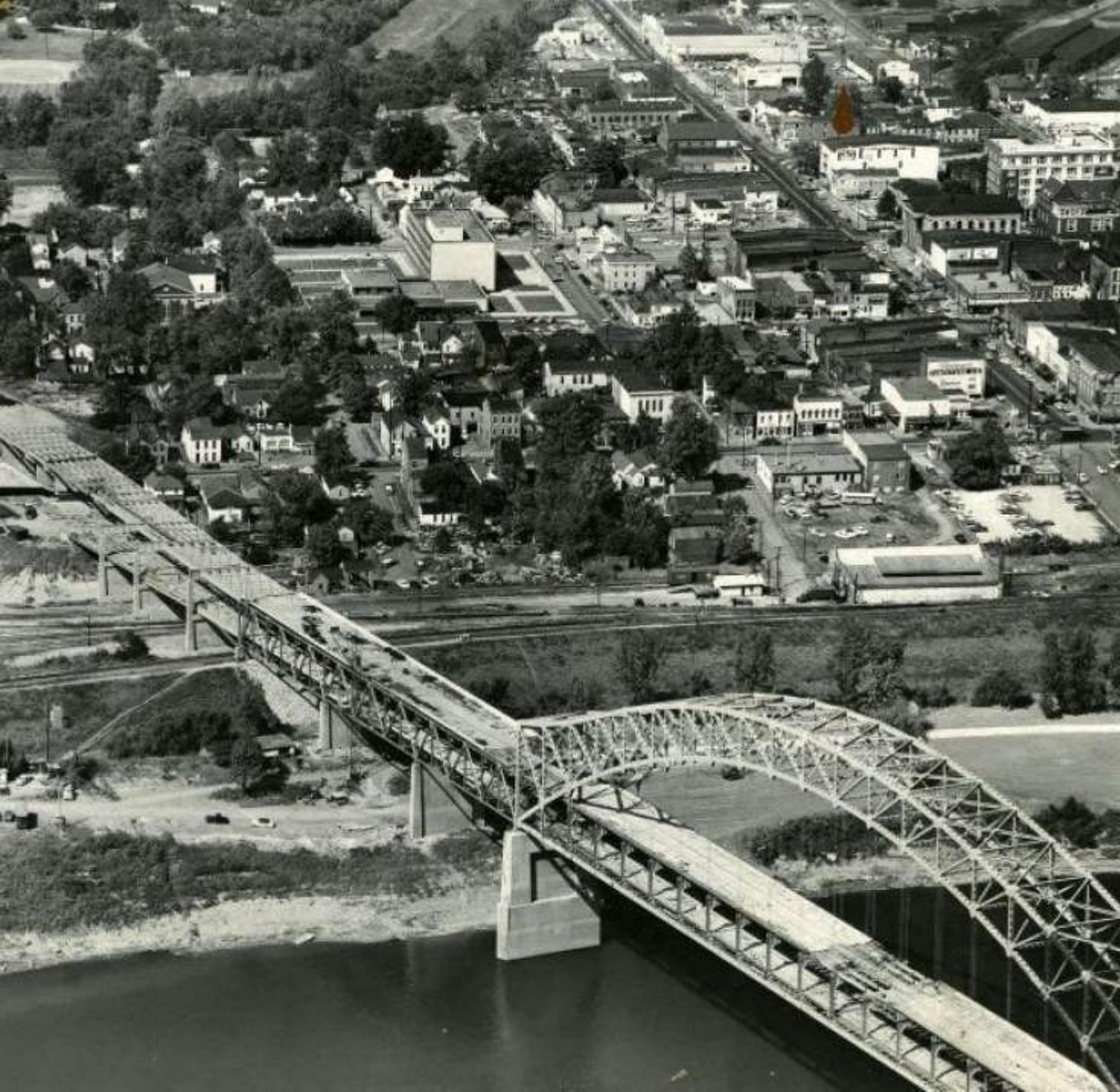


SHERMAN
MINTON
RENEWAL

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





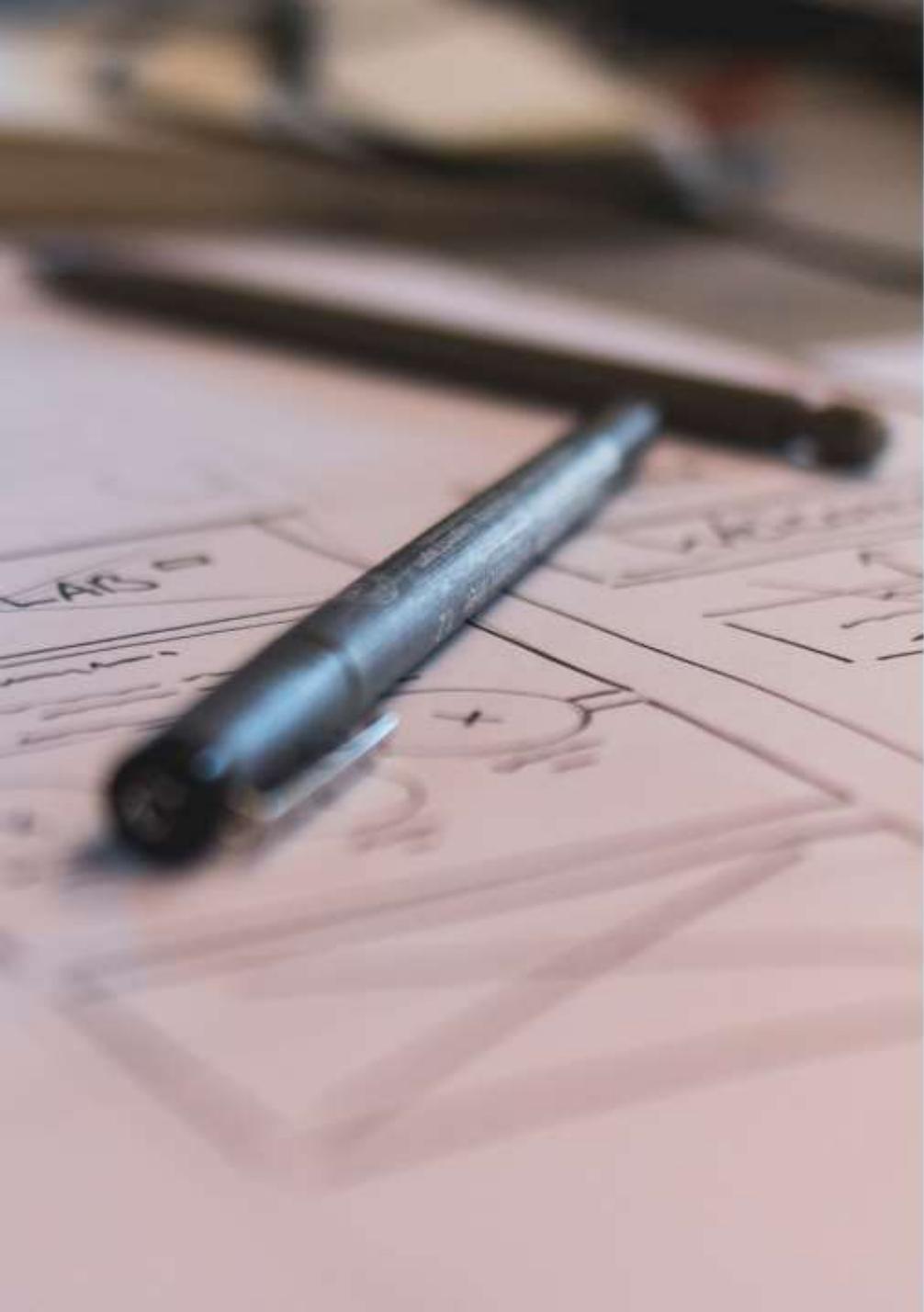
HOW WILL THIS BE DIFFERENT THAN THE 2011–2012 CLOSURE?

- 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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RENEWAL



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



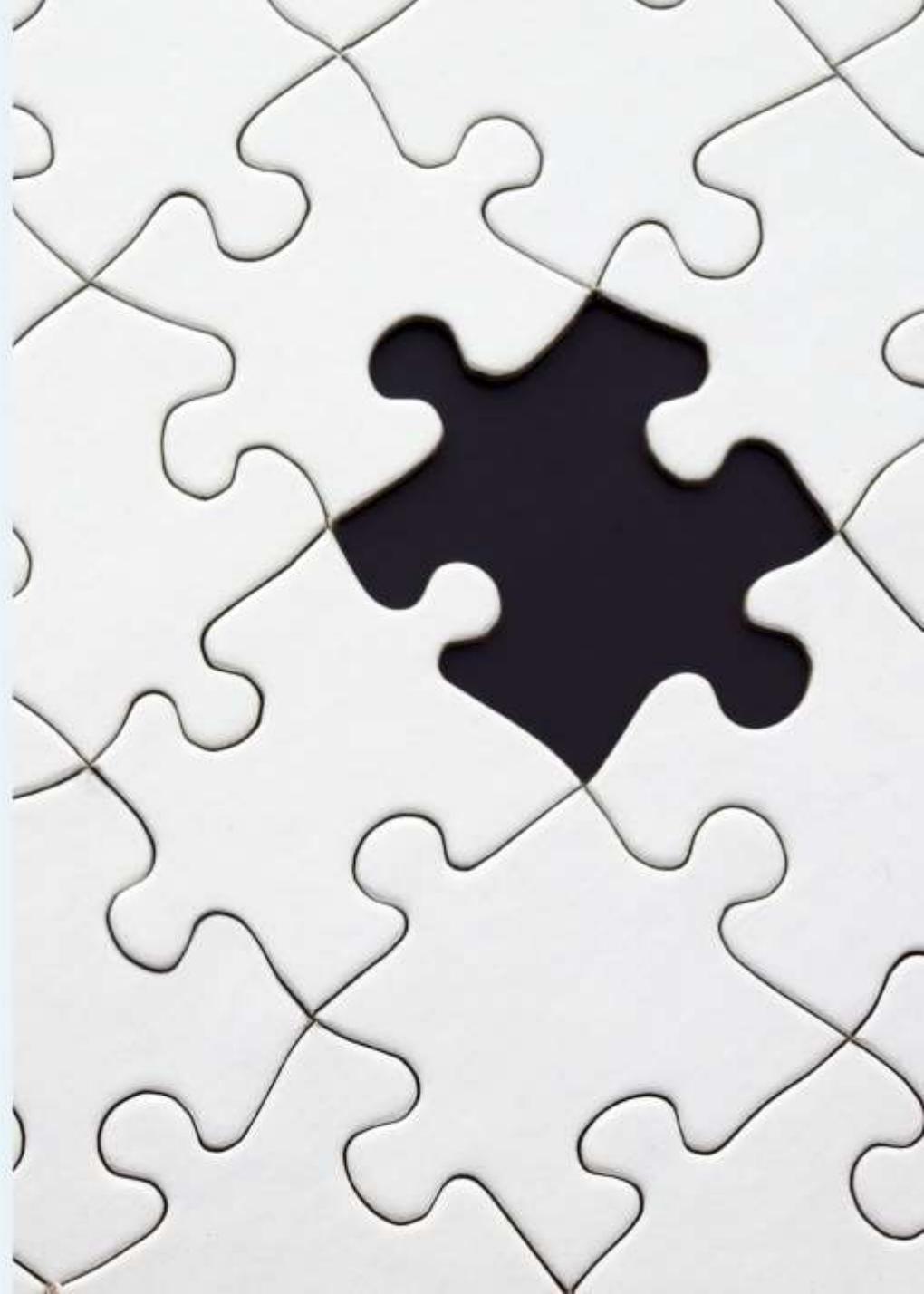
CONTRACTOR SELECTION



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RENEWAL

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

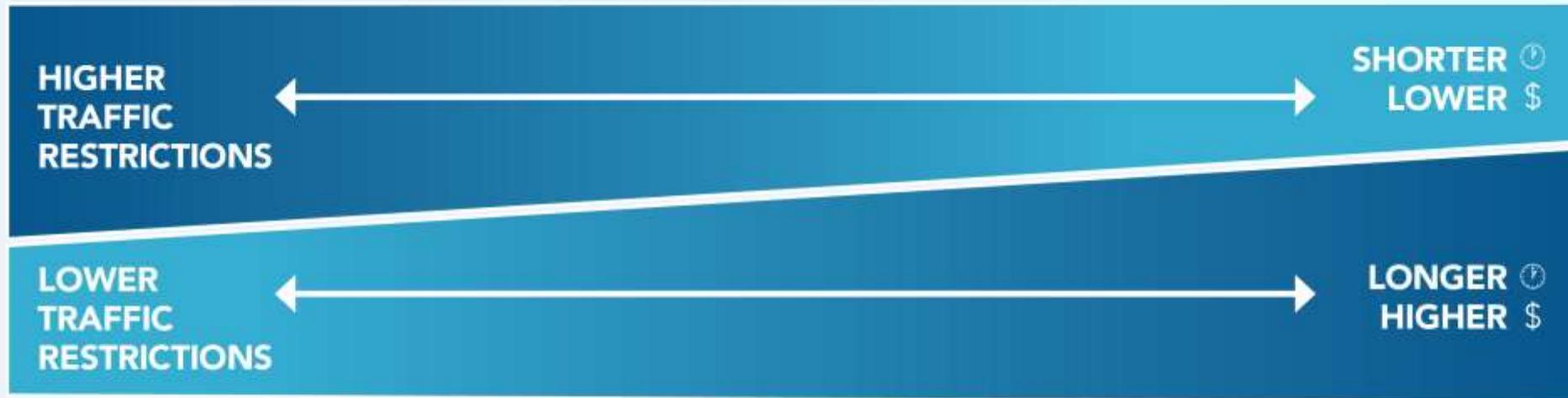


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RENEWAL



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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RENEWAL



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

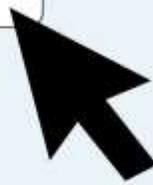
STAYING IN TOUCH



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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**
@ShermanMintonRenewal
- **YouTube**
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THANK YOU



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