



ENVIRONMENTAL JUSTICE COMMITTEE (EJ) MEETING AGENDA

Date: Tuesday, December 4, 2018
Time: 6 – 8 p.m.
Meeting: EJ New Albany Meeting #1
Location: Louisville Central Community Center, located at 1300 W. Muhammad Ali Blvd.

- I. Welcome and Introductions
- II. Presentation and Discussion
 - Project Background
 - 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 Review
 - Sharing Information
- III. Q & A
- IV. Closing/Next steps



New Albany Environmental Justice Committee (EJ) Meeting #1
Meeting Summary
Tuesday, Dec. 4, 6:00 – 8:00 p.m.
Brown-Starks Neighborhood Place (Hope Southern Indiana), 1200 Bono Rd.

EJ attendees

David Barksdale, community historian
Justin Tackett, Floyd County planner
Mike Donahue, Clean Socks Hope/Southeast Christian Church
Jerry Miles, retired PNC executive
John Manzo, St. Mark's United Church of Christ
Nicole Yates, New Albany/Floyd County NAACP
Sue Freas, community representative
Angela Graf, Hope Southern Indiana
Jeff Minton, Clean Socks Hope

Presenters

Andrea Brady, C2 Communications
Mary Jo Hamman, Michael Baker
Ron Heustis, INDOT
Alex Lee, Parsons
Toby Randolph, Parsons
Wendy Vachet, Michael Baker

Project attendees

Aaron Stover, Michael Baker
Ryan Holmes, EHI
Brandon Miller, INDOT Environmental Services
Mindy Peterson, C2 Communications
Kaitlin Keane, C2 Communications

Meeting Minutes

I. Welcome

EJ members were welcomed, the Project Team was introduced and EJ members introduced themselves. After an initial EJ meeting in Louisville this fall, the Project Team decided to create two EJ committees, a Louisville group and a Southern Indiana group to encourage a diverse group of voices to be heard on both sides of the river and to make attending the committees easier for members on each side of the river.

II. Project Presentation and Discussion

- a) Project Background
- b) EJ Role and Benefits
- c) Group Guidelines



- d) What's Been Happening
- e) Themes from Open Houses
- f) Purpose and Need
- g) 2011-2012 Emergency Closure
- h) Open Discussion
- i) Preliminary Traffic Alternatives
- j) Open Discussion
- k) Project Constraints
- l) Evaluation Criteria
- m) Open Discussion
- n) Project Schedule Review
- o) Sharing Information

Project Background

Environmental Justice

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race or income. It's important to identify and address any disproportionately high and adverse temporary effects on minority or low-income populations and look for ways to avoid, minimize or mitigate.

Our initial meeting was in Louisville and designed to include representatives from both sides of the river. Because of the unique needs of the community and to make it more convenient for members to attend meetings, there is now a New Albany EJ Committee and a Louisville EJ committee.

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
- 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.

Regarding bridge closures, no decisions have been made yet. There will be restrictions and may be closures, but it's too soon to say how long/when. Any full closures would be limited in duration and not last the length of the project.



Three additional bridge overlay projects on I-64 within the 3-mile corridor are part of the Sherman Minton Renewal to improve coordination and help lessen the impact on drivers.

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 (US Supreme Court Justice) and history of the bridge (opened in 1962). This was the first interstate bridge in the area. It has a unique double-decked design.

Q: Are the three additional bridges included in the project the same bridges that had work completed earlier this year?

A: No, Captain Frank and Quarry Rd. bridges had work completed earlier this year. This will be similar work, but not the same bridges.

Project Team Comment: The 90,000 vehicles the Sherman Minton carries daily represents about a 23% increase in traffic since the implementation of tolling. Studying where that traffic will go and diversion is a big part of the work underway. We need to understand any disproportionate, temporary impacts on EJ populations (especially as it relates to tolling). It's too early to say what that mitigation will look like. The Project Team can make recommendations, but it's up to a bi-state tolling body to determine toll policy.

EJ Role and Benefits

The Environmental Justice Committee (EJ) is made up of two diverse groups of engaged voices. There is a Louisville EJ group and a Southern Indiana EJ group. Both groups include representatives of business, civic organizations, educational institutions, government, low-income advocates, minority organizations, faith-based organizations and neighborhood groups. The role of the committee 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 meetings 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).

Comment: There was no Lincoln Bridge or Lewis and Clark Bridge at the time of the emergency closure, and that will make a big difference with the added capacity.

The Project 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.

The Project Team will use all available data to inform decisions on maintenance of traffic. 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. Traffic demand model will be a key tool to help predict traffic diversion, anticipate what to expect and make informed decisions in identifying mitigation that may be helpful.

Group Discussion

Many of you were here during the 2011 closure. We run these models and have a lot of data. What are the impacts you want to discuss that may not be obvious from the data?

Comment/Project Question: What issues/problems do you expect in connection with this project? These forums help us identify those issues.

Comment: Some employers allowed flex schedules, with more employees working at home or working different shifts. That was very valuable in adapting to the closure.

Comment: An EJ committee member was in Louisville the night the bridge closed. She lives in New Albany and works in Louisville. It's a 12-minute drive daily. During the emergency closure, she flexed her schedule, when possible, to avoid peak travel times. If she traveled during morning drive, it could add up to 90 minutes to her commute.

Comment: There was signage near 265 that indicated the bridge was closed, but it didn't offer diversion information. It caused confusion for some drivers. It's important to make it clear during any closures or lane restrictions that New Albany is open for business and clearly mark the last available exit for traffic.

Comment: There are two additional bridges, but it's important to remember that people are paying to use those bridges.

Comment: We have more lanes of cross-river traffic, but fewer free lanes.

Comment: It's important to keep in mind that more people will be using tolled bridges and relying on those bridges. There were many challenges with RiverLink customer service at the launch of tolling. There will be high customer service needs again, and it's important that RiverLink is prepared for that higher demand.



Comment: During the emergency closure, downtown New Albany was dead. The committee member worries about the impact of this work on small businesses.

Comment: Another EJ committee member is also concerned about the impact on small businesses. There are many more restaurants today in New Albany and some may not survive if crossing the river becomes a hardship during the work.

Comment: An EJ committee member knew of a worker who had to give up her job because she couldn't get across the river in a timely fashion to get her children.

Comment: The jobs with the least flexibility are often the lowest-paying jobs.

Comment: Businesses could likely not survive a 2-3 year closure.

Response: It won't be a full closure for the entire 2-3 year period of construction. A lot of work can be done with traffic on the bridge.

Comment: Sharing information and setting expectations will be critical.

Comment: It's important to consider destinations. People in west Louisville are quickly getting to the Kroger on State St. It's the closest, fastest available grocery. There will be a community impact.

Comment: There is also a medical issue. There is only one hospital west of I-65. People in West Louisville rely on facilities on this side of the river.

Comment: We need plenty of education, awareness and discussion in advance of the work.

Q: Is anybody going to talk to the schools and discuss possible toll relief for commuting students?

A: Yes, there are educational representatives on our Community Advisory Committee (CAC), and we are including educational representatives in our discussions.

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 (twice daily) for about 30 minutes to set up closures.

Movement of 64W to 264 would have to be restricted during the morning.

Q: What about the weekend? Would there still be directional closures on the weekend?

A: Possibly.

Q: With deck closures, wouldn't there be impacts on traffic and safety issues underneath top-deck work?

A: Safety is a priority. There are systems and technology that would be used to have necessary barriers in place. The Project Team is continuing to evaluate in more detail.

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.

Disadvantage:

Safety provisions on the upper deck while maintaining traffic on the lower deck.

Could be a viable option dependent on what traffic modeling indicates.

Comment: Of the options you've discussed, I like this one (Option 3) best. It maintains access, which is important – especially for healthcare needs.

Option Four: Full Closure (Repair Entire Bridge)

Contractor could get in, complete the work and get out.

Advantages: Offers the quickest timeframe.

Q: How much time does it shave off work if there is a total closure?

A: We don't know yet. We're continuing to evaluate.

Project Team Comment: We're not sure yet how long repairs would take/closure would last. We could do a combination of any of the preliminary options. It will likely be a "menu of options." All options are on the table. We need to know what is acceptable to the public. We will be assigning a dollar figure to associate with possible restrictions.



The Milton-Madison work is a best-value example, where the winning bidder limited full closures to only 7 days. A new bridge was built off-line and they were able to slide it in place. That's not possible with this project, but it does indicate the potential of possibilities. There will be a "menu of options" that contractors will consider. Contractor innovations may help accelerate the timeline.

Open Discussion

Q: Is it possible to suspend tolls during a limited time of closures?

A: It's too early to say. We are exploring possibilities and discussing options. More data would be needed and more discussion with the tolling body.

Comment: A total closure is my least-favorite option. Could we pair any lane restrictions with reversible lanes during peak hours on the Clark Memorial Bridges?

A: This is an idea being explored and we're taking a closer look at the possibility.

Comment: Closing one deck at a time seems like a safer option.

Comment: A full closure could be very detrimental to the community. It's important to keep traffic moving in both directions.

Project Team Q: What's the community's level of acceptance for limited closures during the lifetime of the project?

A: Limited closures would be much more palatable to the community.

Comment: I would like to know the point of origin for traffic coming to New Albany businesses. Are most of those drivers crossing the Sherman Minton Bridge and where are they coming from?

Comment: The casino has been key to development in New Albany and Floyd County. We have to keep traffic flowing to make sure downtown New Albany stays vibrant and economically healthy.

Q: What happens if you require semis to divert from the Sherman Minton Bridge?

A: That is a possibility the Project Team has discussed. The Motor Truck Association is looking for the fastest way through the area for thru truck traffic.

Comment: Restricting truck traffic is an option that has worked well in the New York area. It makes a world of difference.

Project Team Comment: We are working with cities and counties to best coordinate with other roadwork and projects.

Q: Is there going to be any construction on the ingress and egress ramps for the Sherman Minton Bridge?

A: There won't be any permanent changes in connection with this project. We could explore striping to make temporary or permanent changes to improve traffic flow.

Project Constraints

Environmental Constraints

We determine our impacts and then identify possible mitigation. Data is not always humanized. That's why we're having these discussions. 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).

We'll also be considering TARC routes and stops.

Q: We're seeing a lot of people moving from Louisville to New Albany neighborhoods. Affordable housing, cleanliness of the city, amenities and ease of traveling to downtown Louisville are all reasons cited. We don't want the project and work to discourage that trend.

Comment: Traffic is already very challenging. Adding the project work to the mix will have a big impact. It may be important to add those hot spots of traffic to the project map and obtain current traffic counts/patterns in New Albany.

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.

Comment: The Clark Memorial Bridge can be inconvenient to use because of the traffic and lines. It's difficult to get to because of all of the traffic lights.

Comment: Special events, especially at the YUM Center, also have a significant impact on traffic on the Clark Memorial Bridge.

Comment: Group discussions like these are very important in gathering and sharing information.

Project Schedule

Summer 2018: Project team started work.



2018/2019: Environmental work, public outreach, development of contract specifications.

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.

Project Team Comment: We'll work to advance the project as much as possible, reaching construction as soon as possible.

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.

III. Closing/Next Steps

The project website is a central source for information. 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.

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
5:30–7:30 PM

Presentation at 6 pm

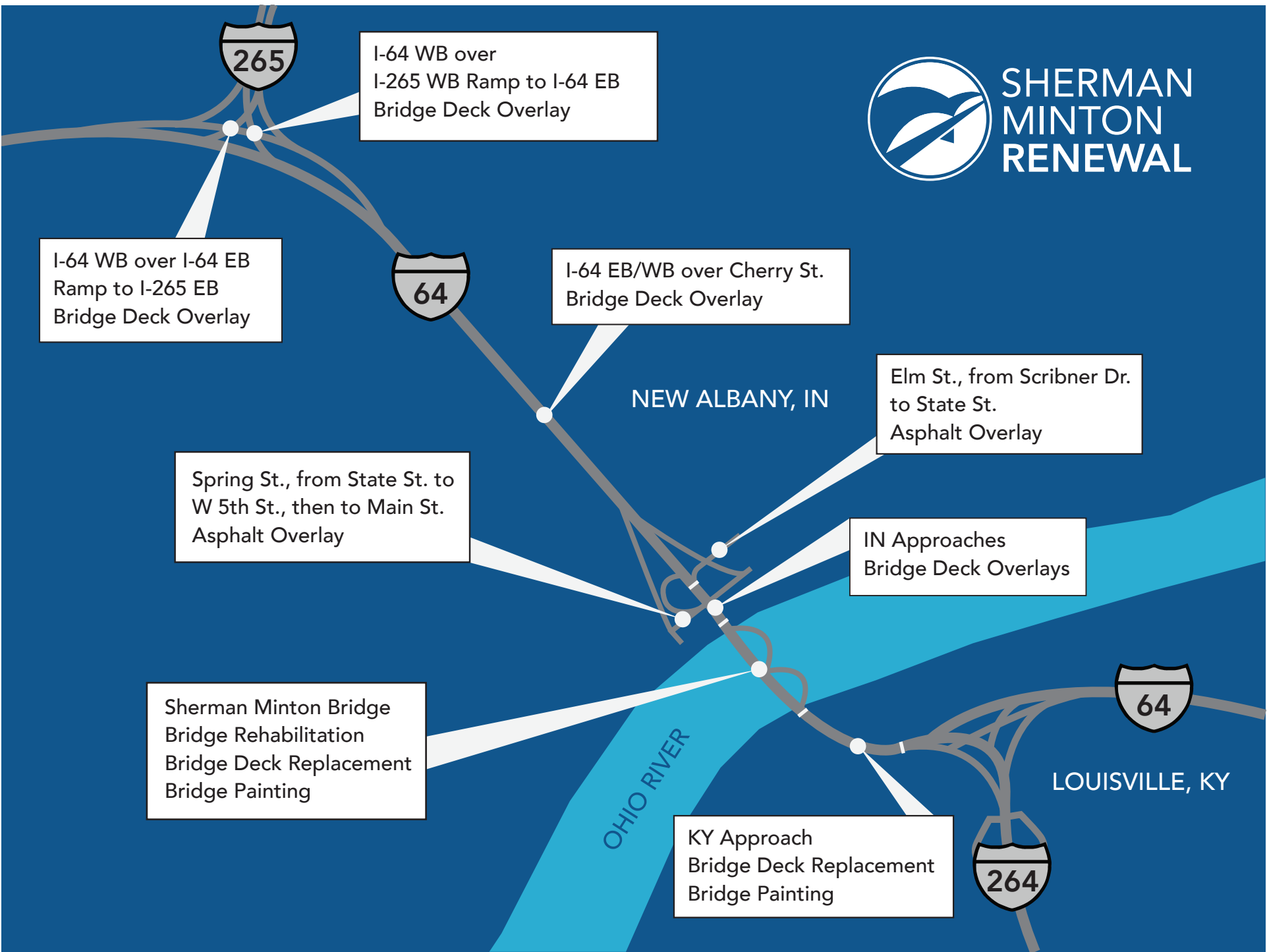
Tuesday, Oct. 2
Scribner Middle School
910 Old Vincennes Rd.
New Albany, IN

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





SHERMAN MINTON RENEWAL



I-64 WB over
I-265 WB Ramp to I-64 EB
Bridge Deck Overlay

I-64 WB over I-64 EB
Ramp to I-265 EB
Bridge Deck Overlay

I-64 EB/WB over Cherry St.
Bridge Deck Overlay

Elm St., from Scribner Dr.
to State St.
Asphalt Overlay

Spring St., from State St. to
W 5th St., then to Main St.
Asphalt Overlay

IN Approaches
Bridge Deck Overlays

Sherman Minton Bridge
Bridge Rehabilitation
Bridge Deck Replacement
Bridge Painting

KY Approach
Bridge Deck Replacement
Bridge Painting



SHERMAN
MINTON
RENEWAL

**ENVIRONMENTAL JUSTICE
COMMITTEE MEETING
DECEMBER 4, 2018**



**SHERMAN
MINTON
RENEWAL**

WHAT IS ENVIRONMENTAL JUSTICE?

- Fair treatment and meaningful involvement of all people regardless of race or income
- Identify and address disproportionately high and adverse effects on minority or low-income populations
- Equitable distribution of benefits and burdens of the project





EJ AND NEPA PROCESS

- Identify existing minority and low-income populations
- Engage EJ communities through public involvement
- Identify any adverse effects of the project
- Propose measures to avoid, minimize or mitigate adverse effects



I-64 WB over
I-265 WB Ramp to I-64 EB
Bridge Deck Overlay

I-64 WB over I-64 EB
Ramp to I-265 EB
Bridge Deck Overlay

I-64 EB/WB over Cherry St.
Bridge Deck Overlay

Elm St., from 2nd St.
to State St.
Asphalt Overlay

Spring St., from State St. to
5th St., then to Main St.
Asphalt Overlay

IN Approaches
Bridge Deck Overlays

Sherman Minton Bridge
Bridge Rehabilitation
Bridge Deck Replacement
Bridge Painting

KY Approach
Bridge Deck Replacement
Bridge Painting

LOUISVILLE, KY

PROJECT OVERVIEW

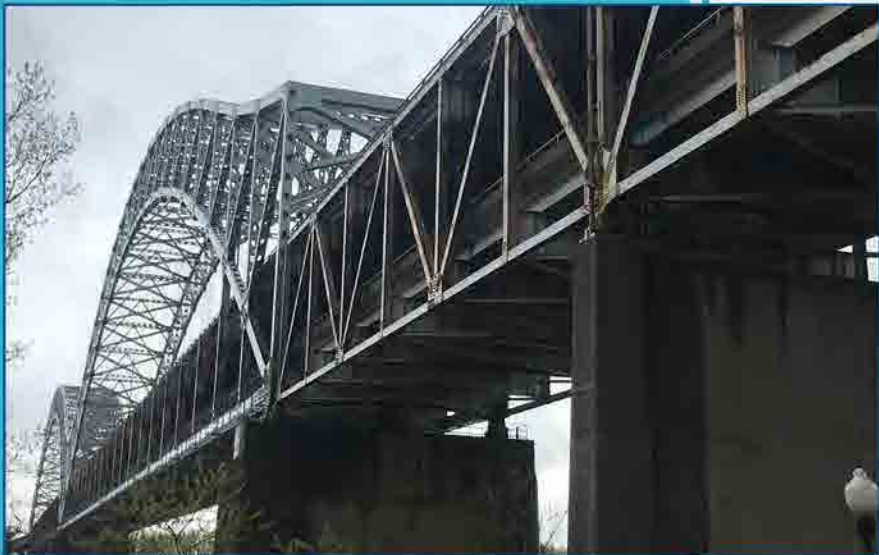


SHERMAN
MINTON
RENEWAL



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**

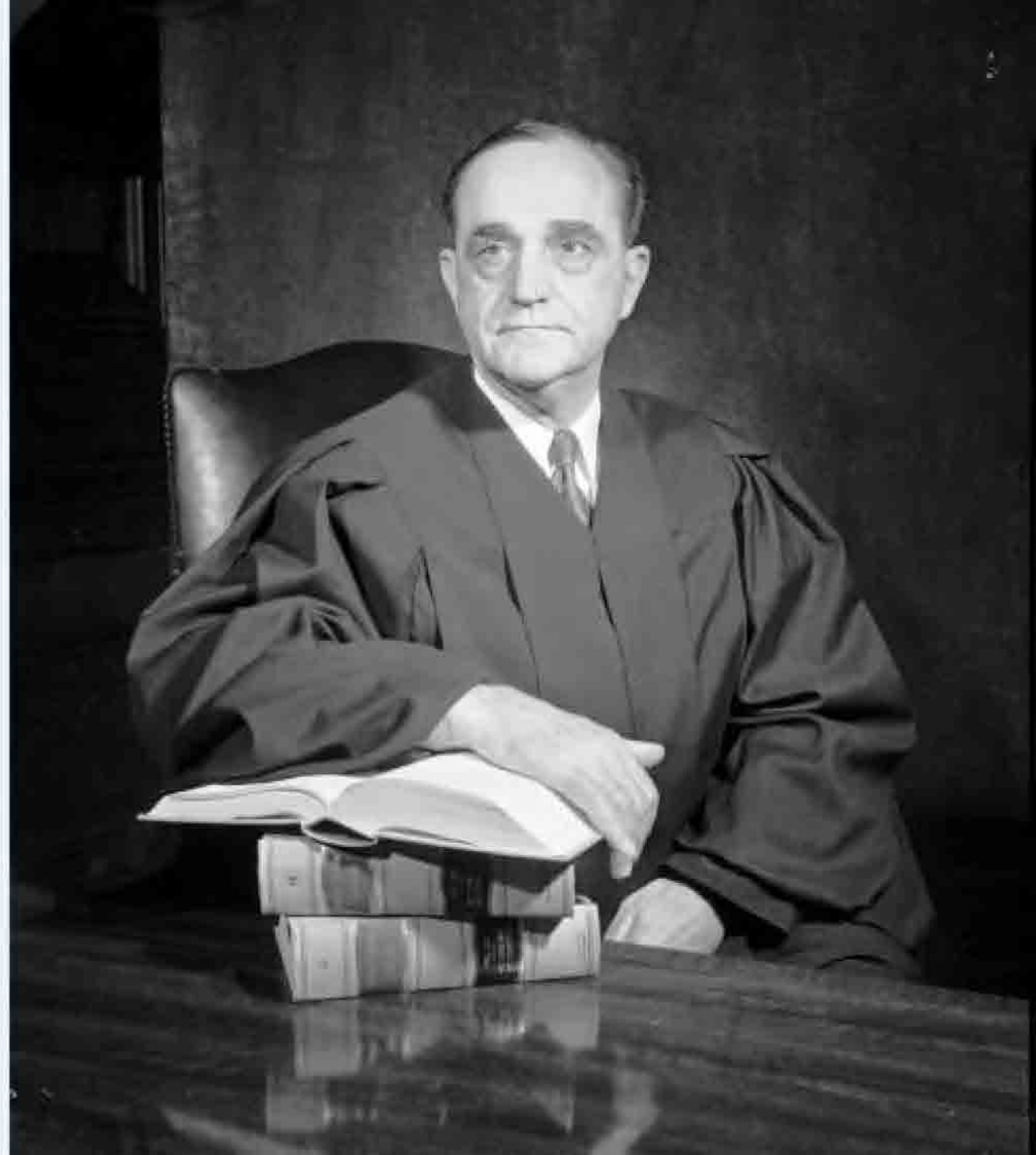
HISTORY AND TIMELINE

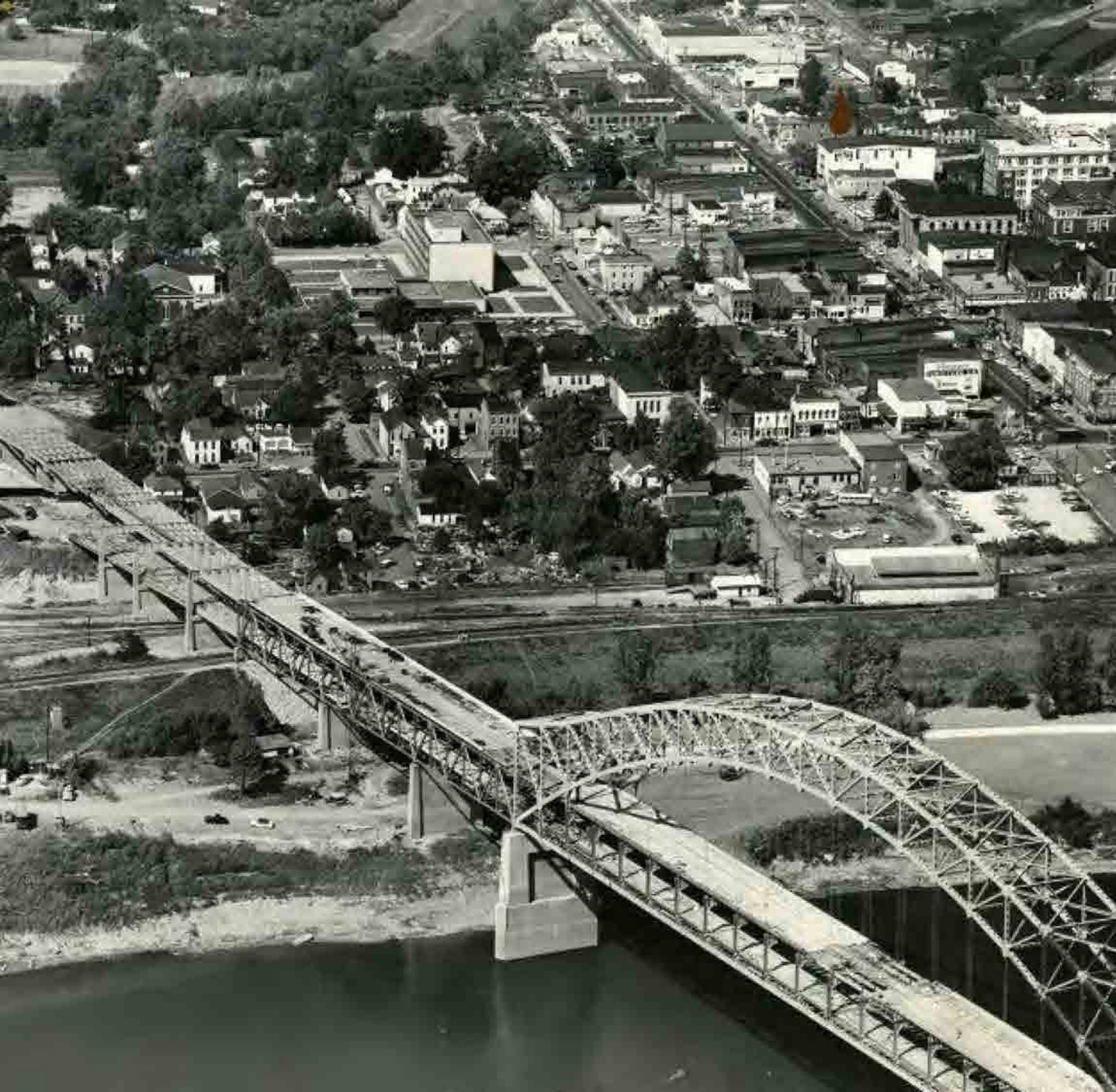


SHERMAN
MINTON
RENEWAL

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)

ENVIRONMENTAL JUSTICE COMMITTEE



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MINTON
RENEWAL



ENVIRONMENTAL JUSTICE COMMITTEE

- Diverse group of engaged voices
- Representatives from both sides of the river
- Members include:
 - Church leaders
 - Community service groups
 - Low-income advocates
 - Minority organizations
 - Neighborhood groups



ROLE OF EJ COMMITTEE

- 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 EJ COMMITTEE

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



EJ GROUP GUIDELINES



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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



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PROJECT NEED

- Structural deterioration

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

2011–2012 EMERGENCY CLOSURE



SHERMAN
MINTON
RENEWAL

LESSONS LEARNED

Emergency Closure Day 1

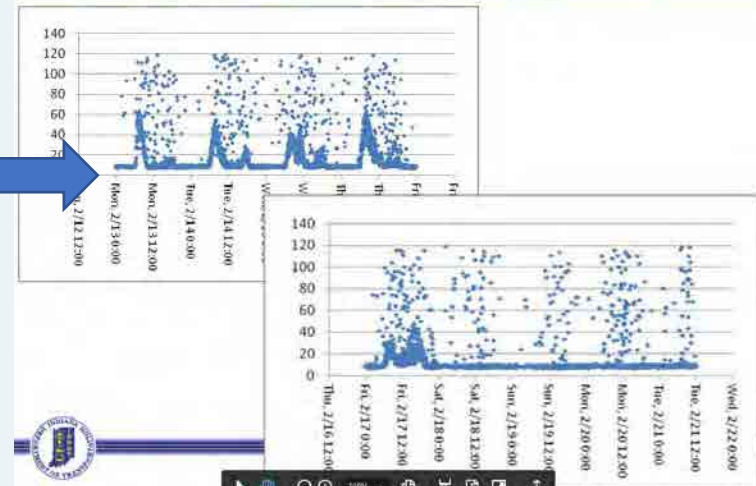


Mitigation

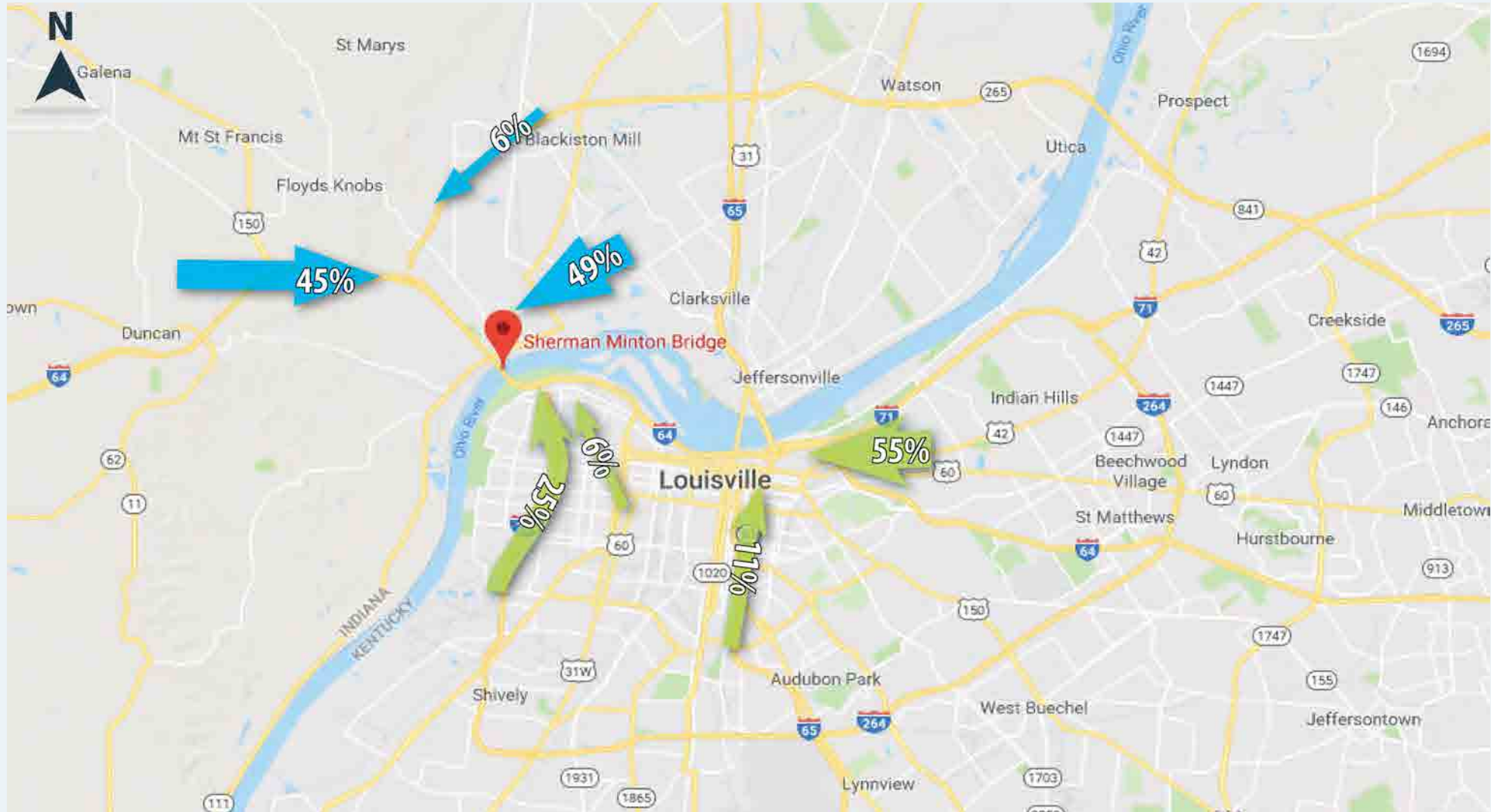
- Added ramp capacity
- Kennedy Bridge treatments
- US 31 Clark bridge capacity
- Ramp metering and closures
- Increase Hoosier Helper patrols
- Traffic signal optimization
- Signage
- Use of intelligent transportation systems

Improved Travel Times

I-65 SB 7.2MM to 0.2 MM



CURRENT TRAVEL PATTERNS – BIG DATA



APPLICATION TO SHERMAN MINTON RENEWAL

**Big Data
Travel Data**



**Community and
Business Input**



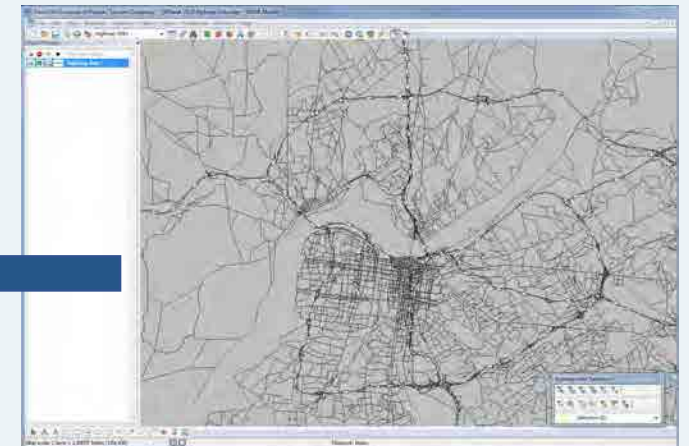
**More Cross-River
Capacity**



**Emergency
Closure Lessons**



Travel Demand Model





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?

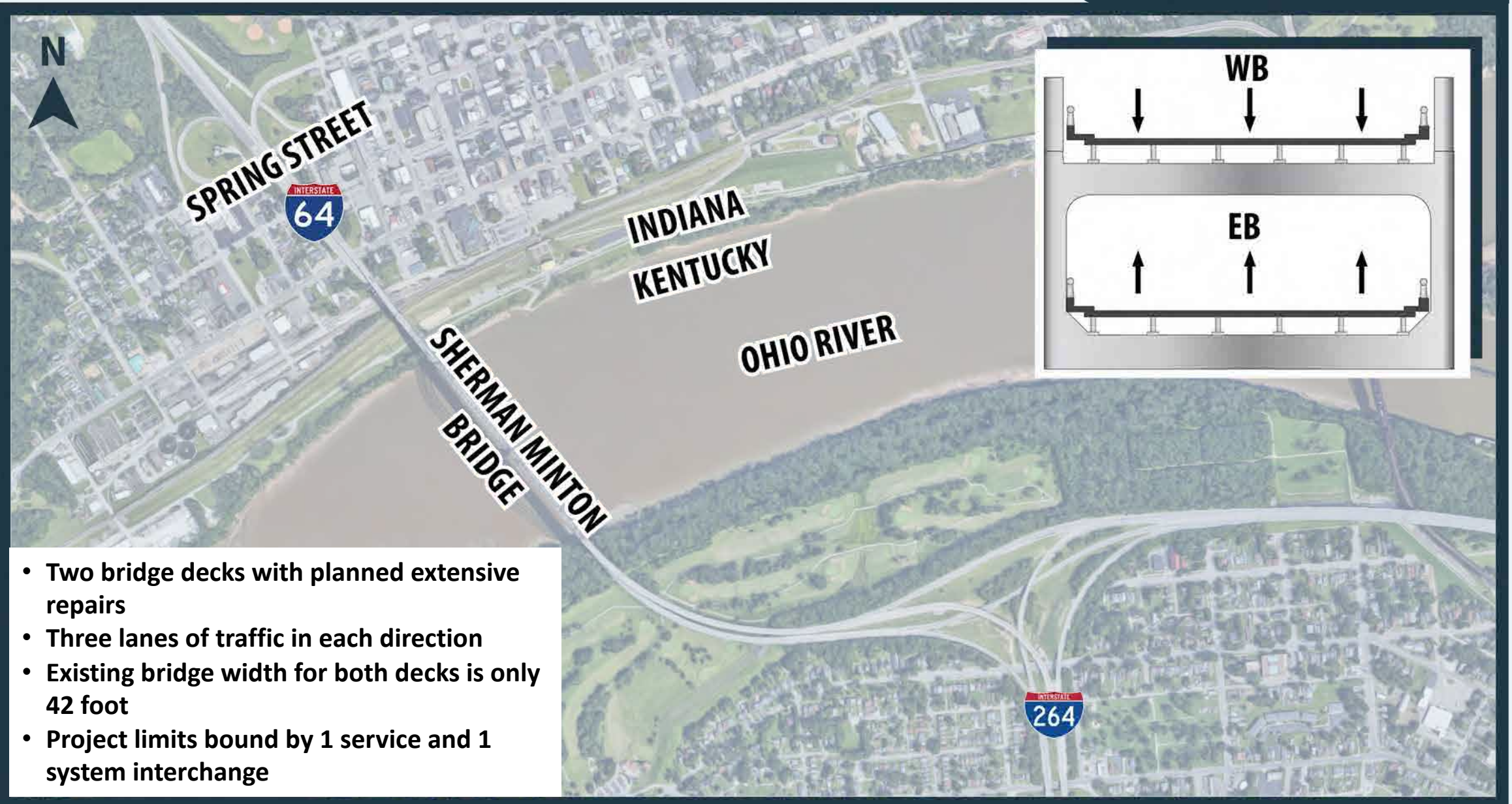
PRELIMINARY TRAFFIC ALTERNATIVES



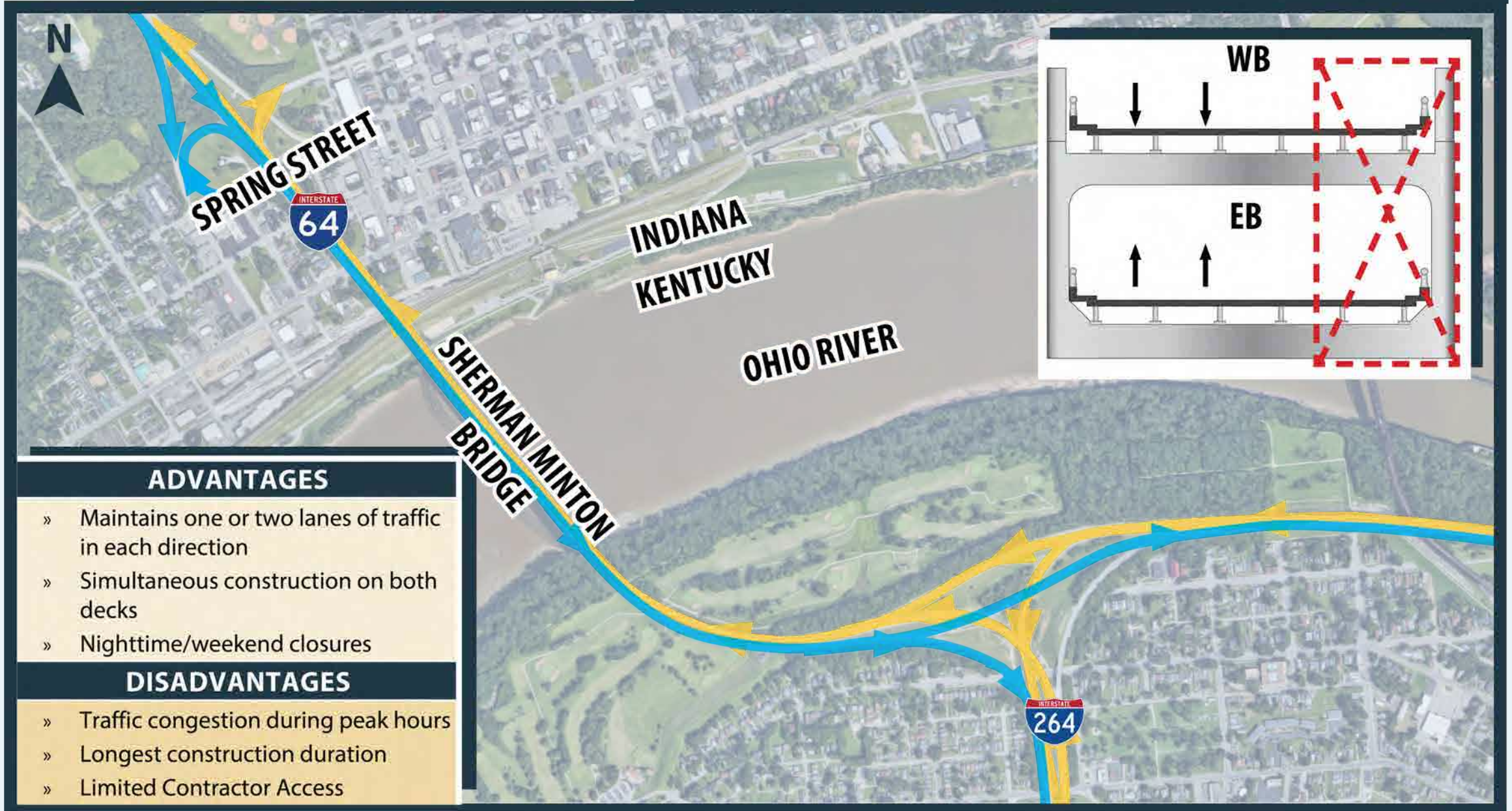
SHERMAN
MINTON
RENEWAL

TRAFFIC / CONSTRUCTION CONSTRAINTS

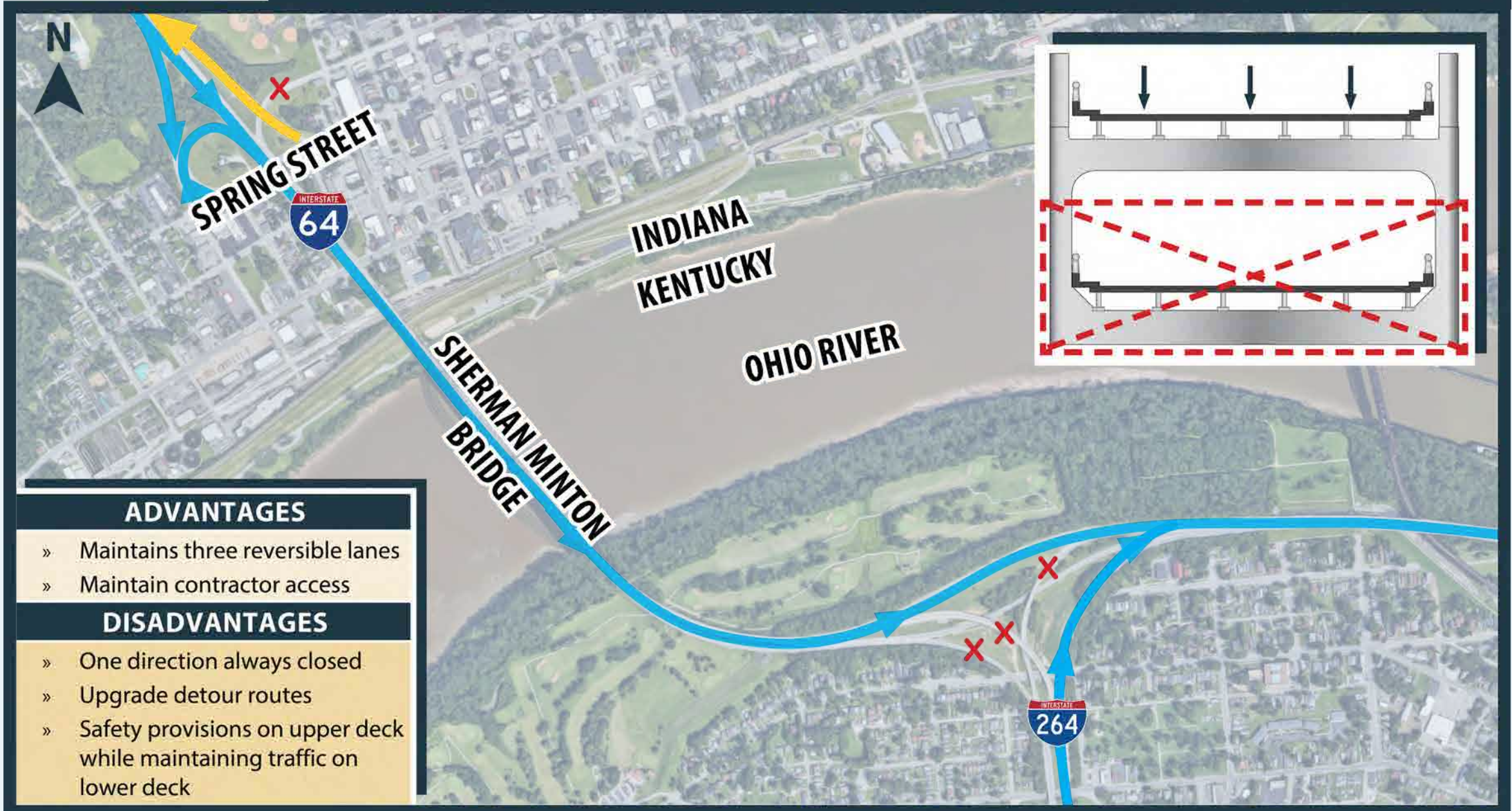
CURRENT CONDITIONS



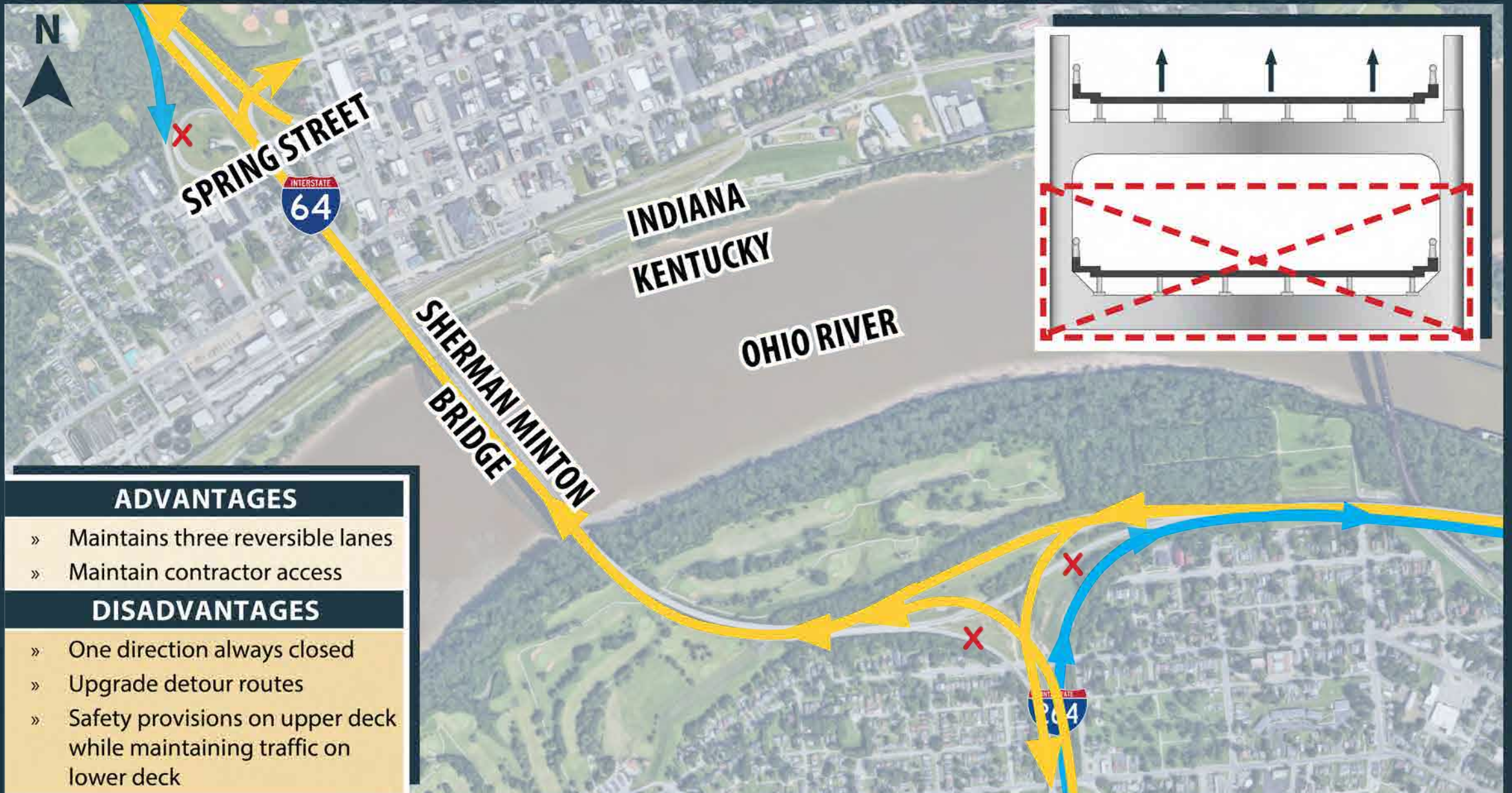
OPTION ONE: One/Two Lane Closure (Partial Width Repair)



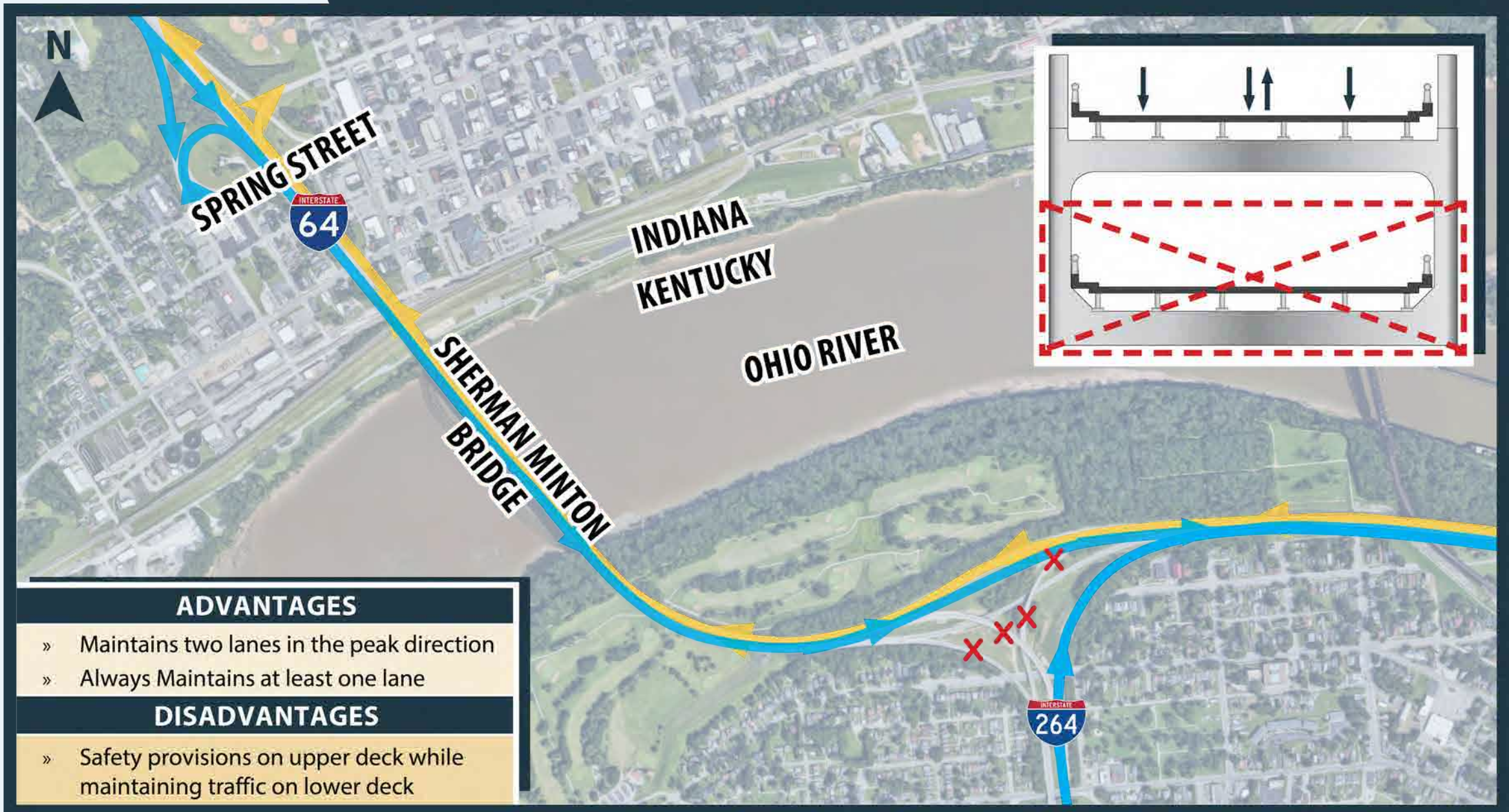
OPTION TWO: One Directional Closure AM Peak (One Deck Under Repair at a Time)



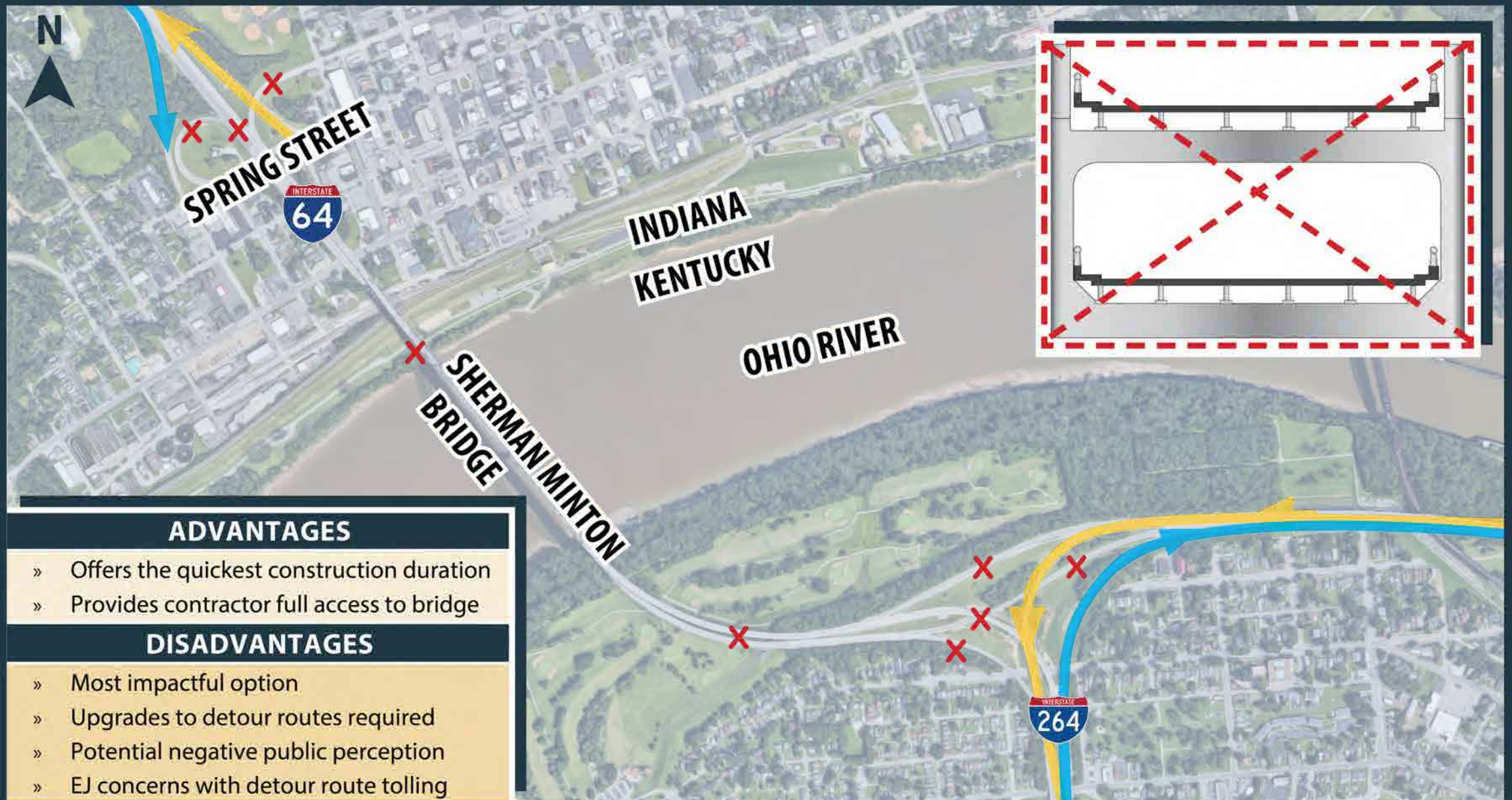
OPTION TWO: One Directional Closure PM Peak (One Deck Under Repair at a Time)



OPTION THREE: Movable Barrier Operation (One Deck Under Repair at a Time)



OPTION FOUR: Full Closure (Repair Entire Bridge)



ADVANTAGES

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

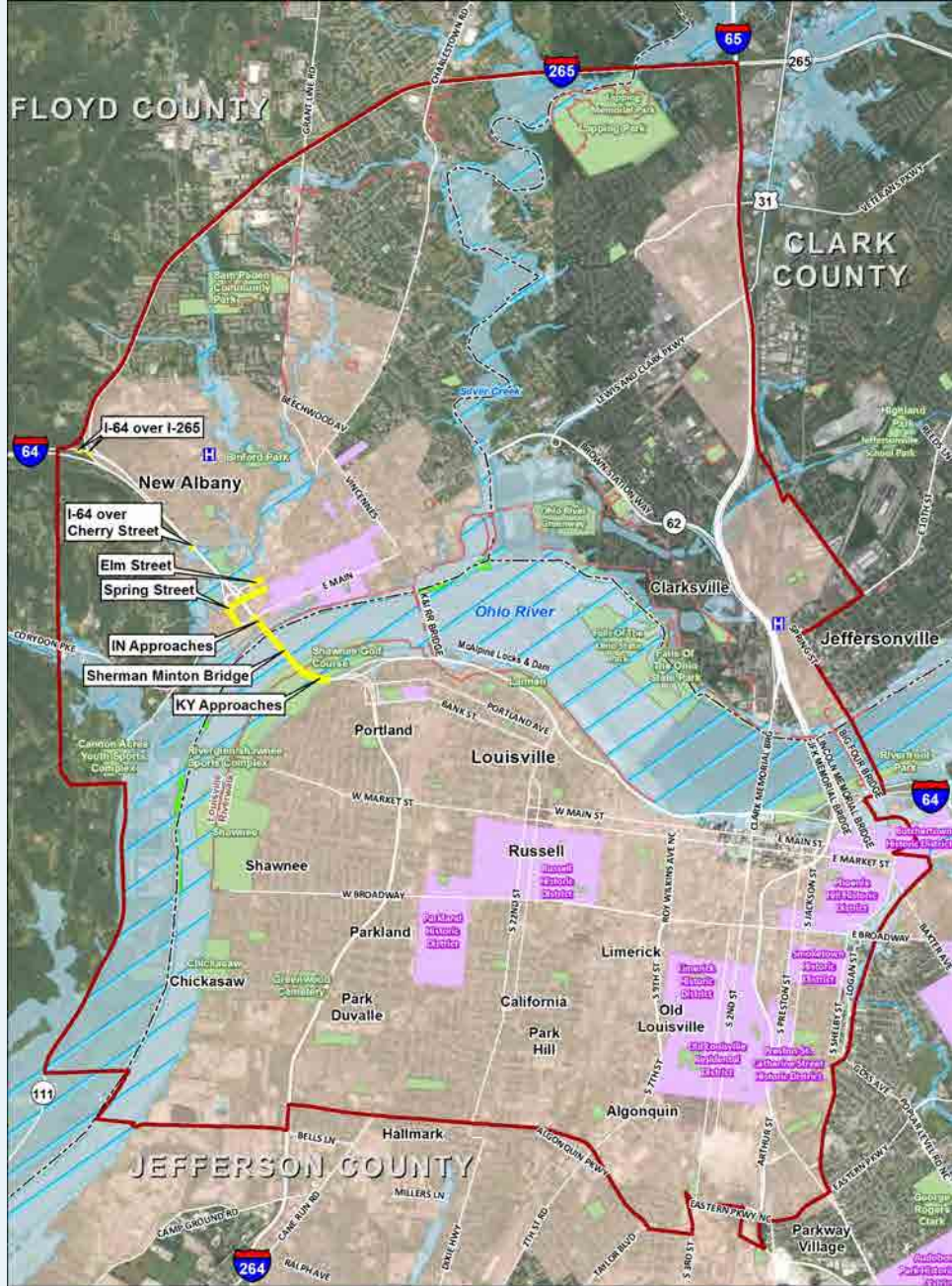
DISADVANTAGES

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

PROJECT CONSTRAINTS



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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)



OPEN DISCUSSION

- Thoughts regarding preliminary traffic alternatives
- Ideas about possible approaches to help achieve rehabilitation goals
- Your opinion on environmental constraints
- Community issues and concerns to be considered during environmental study
- Other considerations

EVALUATION CRITERIA



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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



PROJECT SCHEDULE



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KEY MILESTONES

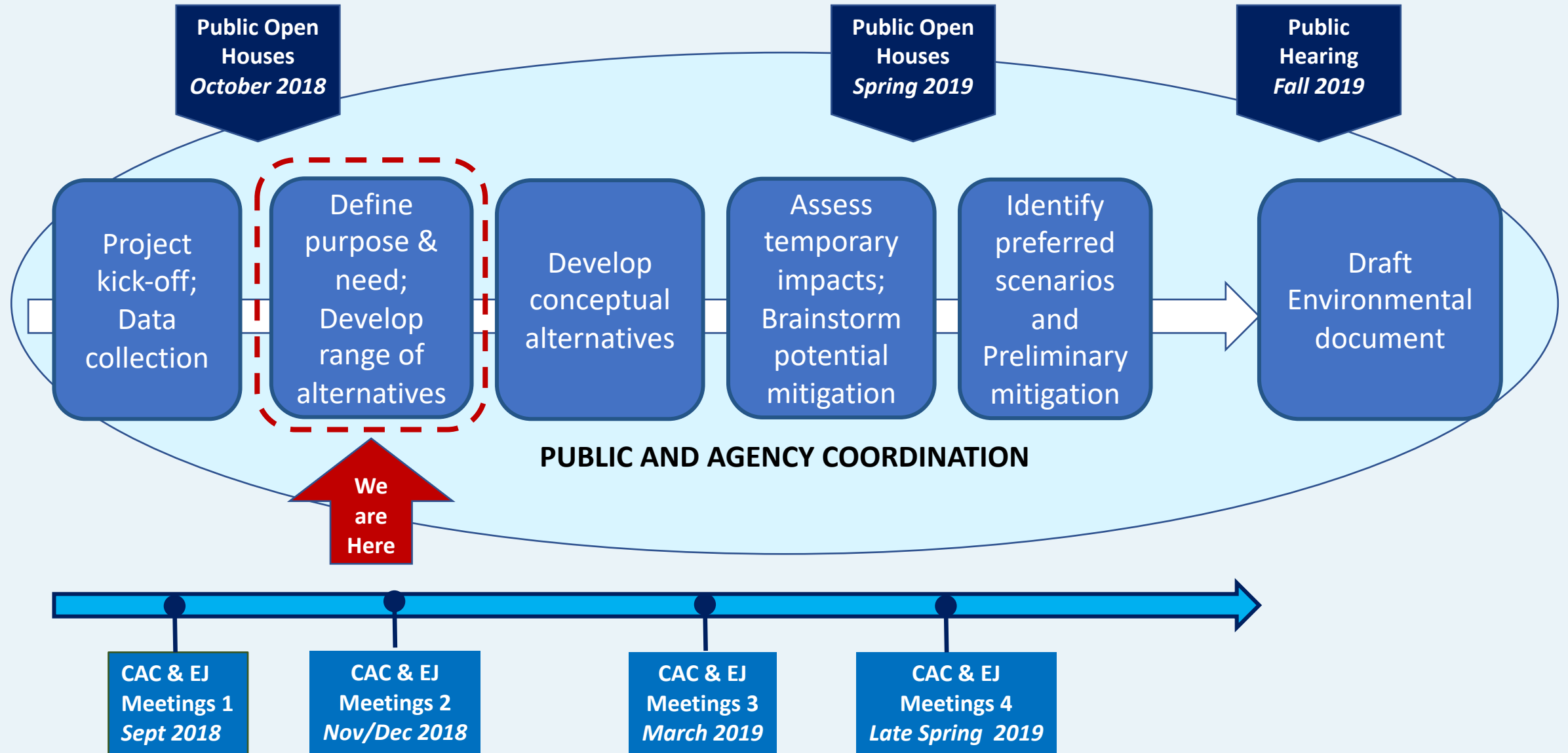
- **Summer 2018**
Project Team begins work
- **2018/2019**
Environmental work, public outreach, development of contract specifications
- **Fall 2019**
Public Hearing held, environmental document submitted to FHWA with preferred approach to construction & traffic mgmt.



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

ENVIRONMENTAL MILESTONES



SHARING INFORMATION



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PROJECT WEBSITE

WWW.SHERMANMINTONRENEWAL.COM



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

GIVE US YOUR FEEDBACK

- What is the best way to reach your community?
- How do you prefer to receive information?





SOCIAL MEDIA CHANNELS

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



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