



Louisville-Southern Indiana Ohio River Bridges Project

Meeting Summary

Section 3 Area Advisory Team Meeting

June 21, 2011

AAT Members present:

Nancy Kraft – Greater Clark Co. School
Jack Waldrip – Clark Memorial Hospital
Mary Vanderpool – Southern Indiana Realtors Association
Brian Fogle – Jeffersonville Planning & Zoning
Peggy Duffy – Jeffersonville City Pride

Others present:

John Sacksteder – CTS
Ben Zobrist - BF&S
Mike Matel – BF&S
Aaron Davenport - BF&S
Dan Isaacs - BF&S
JB Williams – Baker Inc
Brian James – Baker Inc
Pat Osborne – Baker Inc
Steve McDevitt – Burgess & Niple
Duane Thomas – FHWA
Kevin Hetrick - INDOT
Andy Barber – KYTC
Ann Gibson – KYTC
Charles Buddeke – Bridges Authority
Carl Percy – Indiana Ombudsman
Lee Douglas Walker – Kentucky Ombudsman
Bob Lauder – CTS
Rachel Feldman – CTS
Rich Glasser - CTS

Key to abbreviations:

CTS – Community Transportation Solutions, general engineering contractor
BF&S – Butler Fairman & Seufert, engineering firm for Section 3 (Jeffersonville/Clarksville)
Baker Inc – Michael Baker, Inc., engineering firm for Section 2 (Downtown Bridge)



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Burgess & Niple, engineering firm for Section 6 (Utica, Indiana)

FHWA – Federal Highway Administration

INDOT – Indiana Department of Transportation

KYTC – Kentucky Transportation Cabinet

Presentation:

Each number corresponds with the slide presented. John Sacksteder presented slides 1-15 and 41-43; JB Williams presented slides 16-28; Ben Zobrist presented slides 29-40

1. John. Public meetings next week. Monday at Holiday Inn in Clarksville and Tuesday at Holiday Inn Hurstbourne. Each is from 4-8. There will be exhibits and comments. The presentations are identical at each public meeting.
2. Introduction. All AAT members present introduced themselves: Nancy Kraft, Clark Co. Schools; Jack Waldrip, Clark Memorial Hospital; Brian Fogle, Jeffersonville Planning & Zoning; Peggy Duffy, Jeffersonville (City Pride), Mary Vanderpol, Southern Indiana Realtors Association. All others introduced themselves. John says he will give project history. Etc.
3. Bridges Project. Slide shows map of all six sections. Indiana approach is dealing with section's 2 and 3.
4. EIS Phase. Began in 1998. Considered 9 bridge locations and 1 or 2 bridge combinations. Extensive public involvement.
5. 2003 ROD. Build 2 new bridges and redo Kennedy Interchange.
6. Since 2003. Design engineering. R/W acquisition, especially on the east end. Major Financial Plan developed and updated. LASIBA created in 2010, which is looking at funding.
7. Why we're here.
8. Lack of funding. Gas tax hasn't changed since 1993. It's not indexed. No additional money. If people had to live on the dollars they had in 93, it would hurt purchasing power, yet that's what we're doing in transportation. Our infrastructure is aging. Cars are more fuel efficient and electric cars are on the horizon. Purchasing power is dropping. This impacts states ability to move forward, particularly with larger projects. All states are facing this. All states are looking at tolling to fund major projects. Gov. Daniels initiated Major Moves, the lease of a toll road to advance other projects. Gov. Beshear initiated practical solutions, which is to look at all projects asking are there more economical ways to do it. The Gov. worked with the General Assembly to develop the Authority to explore creative financing to develop the Authority with Governor Daniels.
9. Additional tolling to fill the gap. Metropolitan Transportation Plan determined there was not enough traditional funds for the project, but there would be with tolling.
10. Leaders seek cost-saving. Nobody wants tolls, but it is inevitable. The governors and Mayor Fischer asked to 1) rebuild Kennedy Interchange in place, 2) Reduce east end to four lanes with ability to have six lanes, 3) complete Big4Bridge to accommodate pedestrian/bike path. The governors and mayor estimated conservatively that we could save \$500 million.



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11. Cost comparisons. We looked for more savings. Kennedy Interchange is about half its original cost. Downtown Bridge reduces considerably. And there is considerable savings in the Indiana approaches. We've gone from \$4.1 to \$2.9 based on inflation with a completion date of 2022. If we build it faster, there are more savings. Every month costs or saves \$10 million.
12. SEIS. Required by federal gov't. Only \$1.9 available through traditional funds. There's no way to reduce this project by another billion. Tolling is necessary. This requires us to look at the environmental effects. We are developing a supplemental EIS. I want to stress this is a supplement. We are not reinventing the wheel. We are doing a comparison of where we were and where we might go.
13. Traffic diversion analysis. We have look at what tolls do to traffic. We're moving away from Butchertown, so there may be effects there. One thing tolling may do is create a diversion of traffic. We're examining what impacts it might create. It's a complex computer model that is a wide model based on cameras capturing vehicles entering the interstate facilities. So they are current counts. As some know, traffic has dropped. Modeling does look at where traffic is going to. All this is built into the KIPDA model. All this is taken into account as we build a new model and we're looking out to 2030. There has been a reduction in traffic but the number will grow and the need remains. LASIBA is developing a tolling policy. We have evaluated a ranging to cost of \$1 to 2 for cars, \$2 to 4 for box/panel trucks, \$4 to 8 for semi trucks. If someone has to pay 1 dollar it's a lot different than if someone has to pay 100. It's looking at time of day, meaning if you go over during a low traffic time you may pay less. This can impact the way people travel. If 7 a.m. is cheaper, some people may travel earlier. LASIBA is working diligently, but there has been no decision.
14. Purpose and Need. This hasn't changed. We believe it's as it was during the original EIS. We do not believe a single bridge alternative provides an adequate solution. Here are the factors: Safety problems. In the KI there's an average of two wrecks a day. In the areas approaching the KI, there's an avg. of two wrecks a day. We have a UK study that provides this info. Congestion is bad. We have inadequate linkage. If we just do east end, we don't solve the traffic problem. KIPDA says we need two bridges.
15. Proposed SEIS Alternatives. If we don't come up with a solution, then we would have no action. We are considering the original 2003 Selected Alternative with tolls, and 2011 Modified Alternative with tolls
16. Kennedy Interchange.
17. JB Williams. Section 1, Downtown Bridge. I'll show you the changes we're looking at.
18. Bridge Crossing Alignment. The new bridge is the blue one on the bottom. The new bridge would be northbound and the Kennedy converted to southbound.
19. Navigation. Coast Guard tells us what we have to do. The primary channel is 750 feet; 500 feet secondary channel. The barges are long and don't turn quickly. They need wide channels. The clearance is 71 feet.



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20. EIS Selected Alternative. This includes a 17 foot walkway right next to interstate traffic. Modified Alternative. The change is removing the sidewalk. Pedestrians can go up a ¼ mile upstream to use the Big Four or walk down to the Second Street Bridge. We still have our six lanes.
21. EIS Selected Alternative. This is what the sidewalk would look like.
22. Bridge Type Selection. We had a four-step process. We asked you what you liked and used that information along with the reality of costs and narrowed that down to about 31 to 12 to 6 then 3 then turned it over the executive committee, they asked for more public input which we did.
23. Final Bridge Type. After all that, the result was the 3 tower cable stay.
24. Here's another shot.
25. Here's an illustration that shows how the tower on the right moved in just a little.
26. Here's the illustration without the sidewalk.
27. Here's the new animation without the sidewalk. That's a good representation of what it would be like to drive through it.
28. Southbound we still have the Kennedy. It gets rehabbed. We are taking the 3 lanes SB and doubling it. We'll have shoulders. A whole lot nicer and safer. We'll redeck it and reslope it and taking out the median barrier.
29. Ben Zobrist. Indiana Approach to Bridge.
30. I want to walk through the EIS and then Modified alternatives and the things that have changed for the cost savings. The Indiana approach is a mile. The blue represents the bridges and the purple is roadway. As we go through this you see how the bridge work is reduced.
31. Here's a picture of the modified alternative.
32. Alternative Comparison. This is in your handout. As you look at the slides, these are the five major changes.
33. EIS Court Ave. We've met with the cities of Jeffersonville and Clarksville to discuss access and cost savings. The EIS Alternate has access for both NB and SB I-65 adjacent to I-65. There is no access to Court Ave. for the Clark Memorial Bridge. The access point is at 6th Street. [Ben goes through all the changes too quickly to transcribe everything he says].
34. Modified Alternative. Court Ave. Still have through lanes over Court Avenue but have provided access on and off the Clark Memorial Bridge at Court Ave; this requires less bridge structure over Court. Access to Court was an important issue for Jeffersonville in that it's the gateway into the city. Access to SB I-65 is similar as current day condition.
35. EIS 6th and 7th Street. 6th street has been opened up. 7th Street will remain open with a new bridge system. It's open today but it gets better access.
36. Modified Alternative 6th and 7th. There's a reduction in the complex bridge system proposed for SB access. There's now a collector distributor system for the SB access. 6th is still open. And we've provided access off 6th SB with access to 65. There's a huge savings with the elimination



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of bridges. We've taken out the bridges on 7th street. The access on 6th provided what was needed.

37. EIS Selected. 10th Street. This has a big flyover complex bridge. It's very costly. The relocation of 10th street took it through the treatment plan and impacted the Park and Ride.

38. Modified 10th. Similar to what it is today. We've eliminated the big flyover bridge. We've reduced the bridge needs over 9th. We also looked at the impacts to access to the parking garage at Clark Memorial Hospital.

39. EIS Select SB & Stansifer. Access from the SB frontage road will now be directed over Stansifer

40. Modified Alternate for Stansifer. This hasn't really changed.

41. Next Steps

42. Federal Review. Public meetings are coming. We're doing an analysis of alternatives. The draft EIS is expected toward the end of the year. When it's done, we'll have public hearings and a 45 day comment period. After that, if we've satisfied FHWA, we'll move to the final SEIS, then FHWA review and then a new Record of Decision depending on how FHWA addresses things. Then LASIBA can move forward.

43. This is a stop, look and listen process. Do you have questions?

Duffy: For the record, the City of Jeffersonville is not the most controversial part of this project, but it's important. The city is very pleased with the rework of this with access and visibility. The city greatly appreciates all the work to discuss this with us. The end product addresses all our concerns.

JS: Thanks. We get plenty of criticism so we appreciate the compliments.