

Indiana East End Approach and East End Bridge Area Advisory Team Meeting June 23, 2011, Utica Community Center

Area Advisory Team Members (* in attendance)

- Bob McEwen Charlestown City Hall
- Hyun Lee Clark County Highway Dept
- Jim Urban City of Jeffersonville
- Matt Smolek* Ports of Indiana-Jeffersonville
- Jerry Acy River Ridge Commerce Center
- Bill Ogden Utica Historic Society
- Henry Dorman Utica Town Council
- Jamey Noel Utica Township Fire Department
- Jim Witten* Charlestown Chamber of Commerce
- Robert Miller Jeffersonville Engineer's Office
- Bob McEwen Greater Clark Co. Schools Board Homeowners' Associations
- Scott Straight Ole Stoner Place Neighborhood
- Debbie Wanke* Fox Run Homeowners Association
- Terri Hicks* Crystal Springs Subdivision
- Sherry Wright Stonybrooke
- Brian Fogle City of Jeffersonville
- Andy Crouch Jeffersonville Engineer's Office
- Bill Wanke* Fox Run Homeowners' Association
- Letha Cupp River Ridge Commerce Center
- Paul Wheatley* River Ridge Commerce Center
- Matt Zelli Ole Stoner Place Neighborhood
- Ron Repp Charlestown Chamber of Commerce
- Ruby Voyles Crystal Springs Subdivision
- Brian Jones Utica Fire Department

Other General Public Attendees

Carl Percy Indiana Ombudsman
Sandy Black Citizen

Agency and Consultant Attendees

Paul Boone INDOT
Gary Valentine KYTC
Andy Barber KYTC
Duane Thomas FHWA
Kerry Stemler Bridges Authority
Charles Buddeke Bridges Authority
John Sacksteder CTS
Bob Lauder CTS
Paul Hilton CTS
Scott Sondles Burgess & Niple
Greg Rominger Burgess & Niple
Ed Spahr Burgess & Niple
Brian James Baker Corporation

The meeting was called to order at 7:05pm with a welcome by Paul Boone, INDOT Ohio River Bridges Project Manager. He led all attendees in self-introductions.

Mr. Boone presented an overview of the project status:

- History of the project since 1998, the Federal Environmental Impact Statement (EIS) Phase
- Summary of the 2003 Record of Decision
- Activities since 2003: design, right-of-way acquisition, creation of the Louisville and Southern Indiana Bridges Authority in 2010 to develop mechanisms for financing the project

John Sacksteder, CTS-GEC Ohio River Bridges Project Manager, presented the purpose for this meeting – to update the Area Advisory Teams (AATs) on the recent project progress. He inserted the theme of Stop, Look and Listen as the primary premise for Public Involvement for the LSIORBP.

Mr. Sacksteder explained the need for a funding alternative because the Federal gas tax [the customary source of funding for highway projects] has not changed since 1993 and more fuel-efficient cars have yielded less revenue available for large highway projects. The Indiana and Kentucky governors and the Louisville mayor created the Bridges Authority to meet the budget shortfall and fund this project. Cost-saving measures were identified, including rebuilding the Kennedy exchange in place and reducing the initial bridge lanes from six to four.

The design revisions prompted the development of a Supplemental EIS (SEIS).

The Authority determined that tolls were a necessary part of the finance plan. The project team conducted a Traffic Diversion Analysis to assess the impacts of adding tolls. Traffic has diminished during the recent recession, but traffic volume is returning to pre-recession levels. Preliminary estimated toll prices are \$1-2 for cars, trucks, and SUVs; \$2-4 for box and panel trucks; and \$4-8 for tractor-trailers.

Mr. Sacksteder reviewed the ultimate drivers for this project, including safety, congestion, inefficient mobility, inadequate system linkage, and planning consistency.

The proposed SEIS alternatives are

- No Action
- 2003 Selected Alternative with tolls added
- 2011 Modified Alternative with tolls added

Steve Slade, Parsons Brinckerhoff Section 5 Project Manager, provided an overview of the Section 5 East End Bridge design elements. Mr. Slade noted that the bridge site is rural, quiet, dark, and has no existing bridge. The design is sensitive to the historic and rural environment.

The Memorandum of Agreement (MOA) commitments from the EIS require design sensitivity to aesthetic and historic qualities. The bridge type selection process narrowed 15 concepts to 3, which went to a public vote, followed by the final selection of a cable-stayed design by the executive committee. The EIS selection was 154.5 feet wide with 6 lanes. This design would have been the one of the widest cable-stayed bridge in the country. This size is a challenge for the cable-stayed design. A combination of concrete and steel is required to support this design. The tower pile cap was submerged to minimize the attractive nuisance and improve the aesthetic view of the bridge.

The Modified Alternative minimized the height of the towers to preserve the view. The bridge span was reduced to 131.5 feet and designed with four lanes (the bridge deck can be restriped to

six lanes in the future) and a 13-foot-wide pedestrian/bike lane. The modified design can be constructed with concrete only. The future modification to six lanes will allow an 8-foot outer shoulder for a minimal (permissible) breakdown lane to escape the flow of traffic. The bridge accommodates pedestrian traffic.

Scott Sondles, Burgess & Niple Section 6 Project Manager, provided an overview of the Section 6 Indiana East End Approach project. Mr. Sondles explained that the alignment for the current design is essentially the same as the EIS Selected alternative. The original proposal was for a full clover leaf design, but a diverging diamond design was later developed that will allow greater speed coming out of the Ports of Indiana. This design also allows continuous left turns that are safer and support good traffic flow.

Mr. Sacksteder presented the next steps for the entire project.

- Public Involvement Meetings – Monday, June 27, 4:00-8:00 p.m. (6:30-8:00 open comment period with a court reporter and comment cards), Clarksville Holiday Inn and Tuesday, June 28, same time, Louisville Holiday Inn Hurstbourne. The same presentation will be made at both meetings. An online comment forum will be available for 15 days after these meetings.

These next steps are scheduled to meet the target of starting construction in 2012.

- Analysis of Alternatives from the SEIS
- Draft SEIS
- Public Hearings – more formal meetings for public comment on the final design
- 45-day Comment Period
- Legal Review
- Record of Decision

All of the information presented at this meeting will be posted on the Bridges Project website [www.kyinbridges.com].

Following are a list of questions from the Area Advisory Team members and General Public as well as answers from project team members.

Questions and Answers

- 1) Question from Jim Witten: Are the proposed project bridge decks wide enough for the future 6-lane expansion?

Response from Mr. Sondles: The proposed 48-foot width on the new East End Bridge allows for restriping to six lanes, but the existing bridges will need to be widened to accommodate more lanes. The new bridge and tunnel can be restriped and minor structural wedges will be added to support the additional lanes.

2) Question from Mr. Witten: Will the extended comment period be focused only on Sections 5 and 6?

Response from Mr. Sacksteder: Comments will be received for the entire project.

Meeting adjourned at 8:45p.m.