



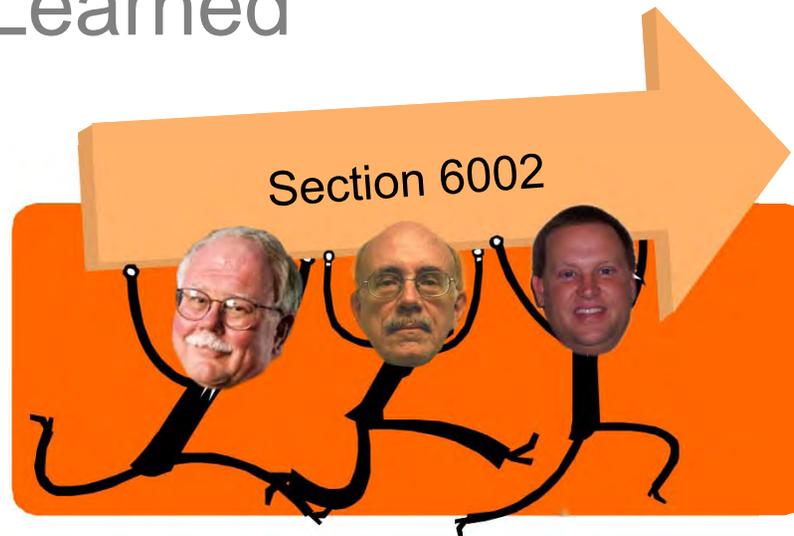
# **Milton-Madison Bridge**

**Expediting Solutions for a Sick Bridge:  
Integrating 6002 into the Project Delivery Process**

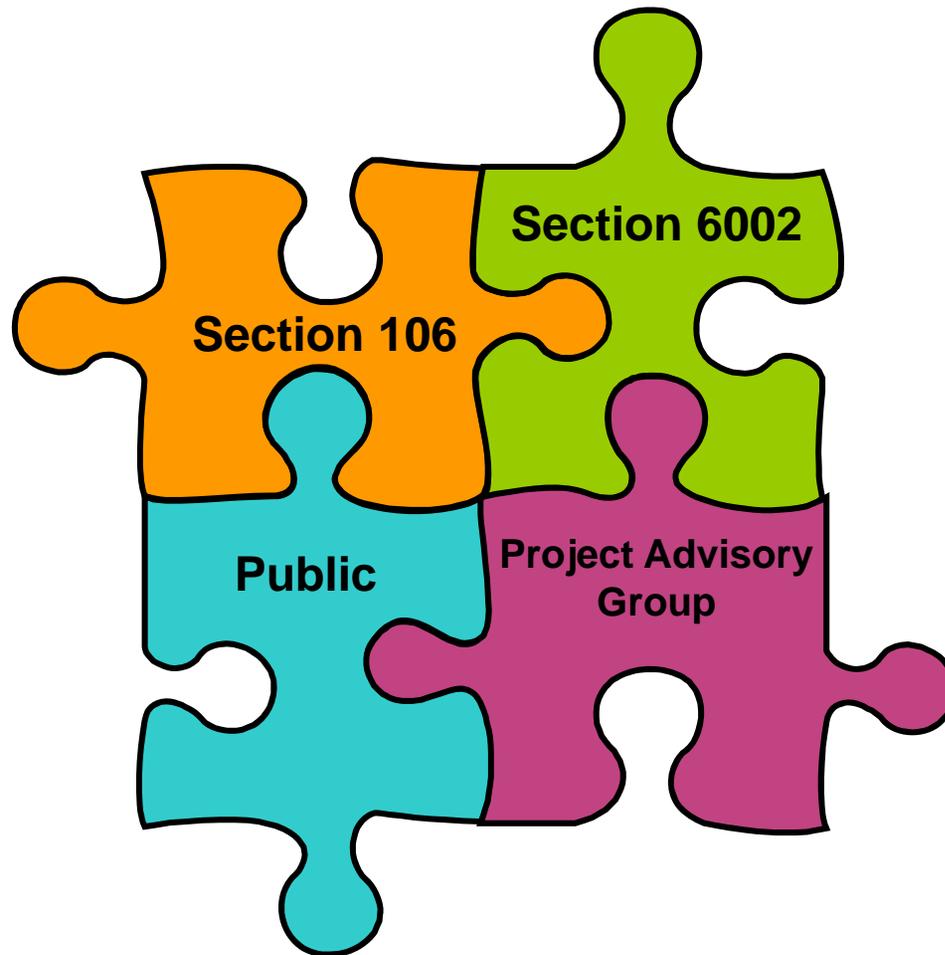
**John Carr & John Mettelle  
Wilbur Smith Associates**

# Outline/Overview

- SAFETEA-LU Section 6002
- Milton-Madison Bridge Project Process
- Cool Tools
- Lessons Learned



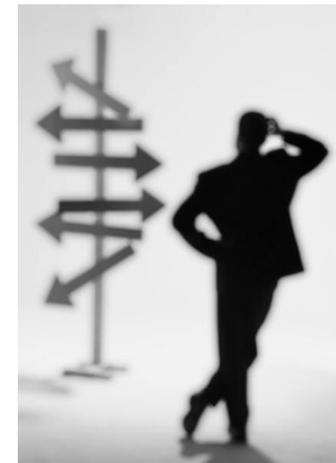
## **Integrating diverse groups and processes**



**To expedite the Project Delivery Process**

# What is Section 6002?

- Efficient environmental reviews for project decision-making
- Defines Agency roles & responsibilities
  - Lead Agency (FHWA, State DOT)
  - Cooperating Agency (have jurisdiction or special expertise)
  - Participating Agency (have an interest in the project)
- Defines key coordination points, outlined in a coordination plan
- Establishes 30-day review periods (60 days for DEIS)
- Establishes 180 day period to permitting
  
- Advantages of Section 6002:
  - Collaborative
  - Incentive to reach consensus
  - No need to revisit decisions



## Section 6002 Coordination Points



- Initiation Notice to US DOT
- Invitation of Participating & Cooperating Agencies
- Establishment of Agency Coordination Plan
- Coordination on defining Purpose and Need (public & agencies)
- Coordination in determining the Range of Alternatives (public & agencies)
- Collaboration on determining methodologies for studying alternatives (agencies)
- Notification to Congress if permitting not completed in 180 days



## US 421 Milton-Madison Bridge

- Contains two 10-foot wide lanes and no shoulders
- 3,181-foot long cantilever truss over the Ohio River
- One of only two bridges between Louisville and Cincinnati
- Built in 1929 & eligible for National Register
- Structurally deficient
- Carries 10,700 vehicles daily (4% trucks)
- Adjacent to National Historic Landmark District and three National Register Districts



# Project Overview

Three year project to replace/rehabilitate US 421 bridge

Began June 2008

Builds on 1995 Planning/Environmental Study

Final product will be able to move into design phases

## Main Players:

Kentucky Transportation Cabinet (KYTC)

Indiana Department of Transportation (INDOT)

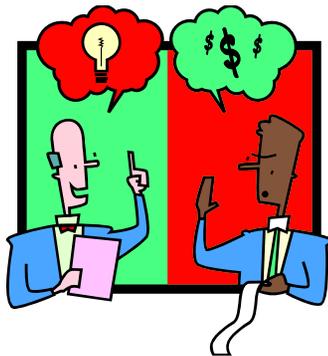
Federal Highway Administration (FHWA)



# Project Overview

## Desired Outcomes:

- A constructible & affordable bridge
- Consensus among agencies, stakeholders, public
  - Federally approved environmental document
- In the end, KYTC and INDOT will own one bridge



# US 421 Milton-Madison Bridge

The bridge plays an integral role in connecting the communities of Milton and Madison



# Milton, Kentucky

Founded in 1789, before Kentucky became a state

Population divided between Lower and Upper Milton, separated by 400 foot tall ridge

2005 Population was 600 persons

Environmental Justice communities

Majority of Lower Milton in 100 year floodplain



# Madison, Indiana

Founded in 1809

Population divided between Lower and Upper Madison

2005 Population was 12,500 persons

Environmental Justice communities

National Historic Landmark District covers most of downtown

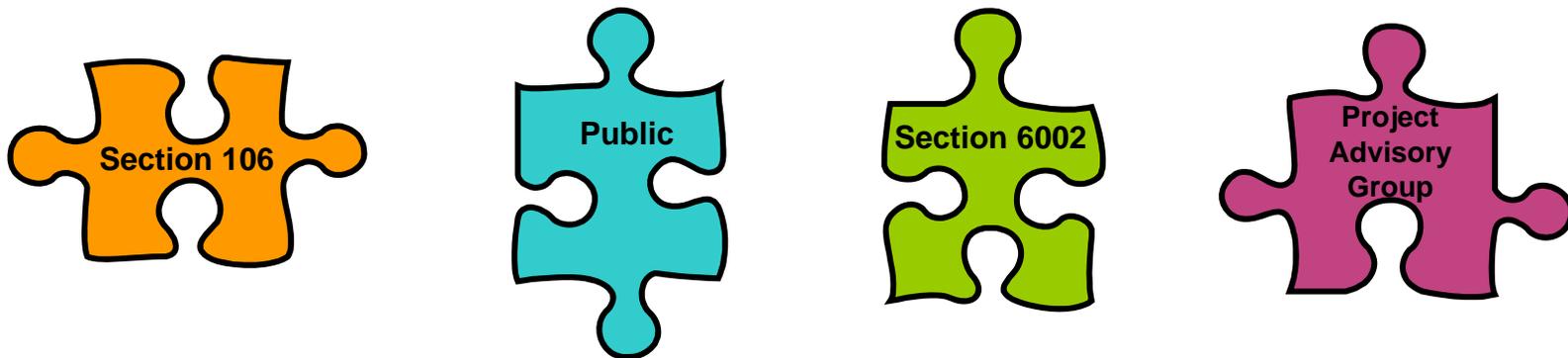
Residential, commercial, industrial, recreational land uses



# US 421 Milton-Madison Bridge Project Schedule

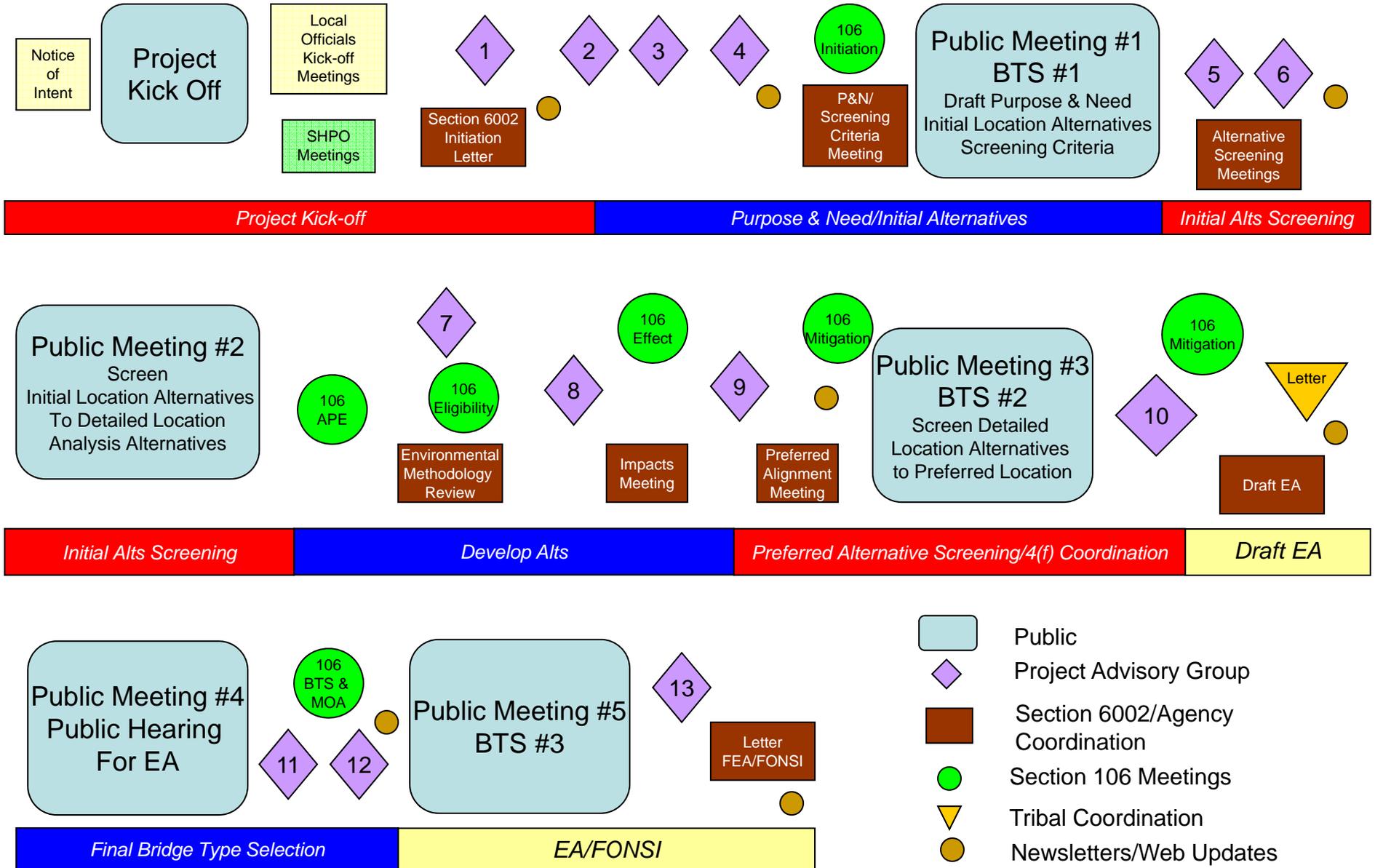


Integrating schedules for various stakeholder groups...



...creates a big, complicated schedule. To convey the larger project picture and keep everyone on the same timeline, the team developed a color-block diagram showing the interplay of the various processes.

# US 421 Milton-Madison Bridge Project Schedule



# Project Process

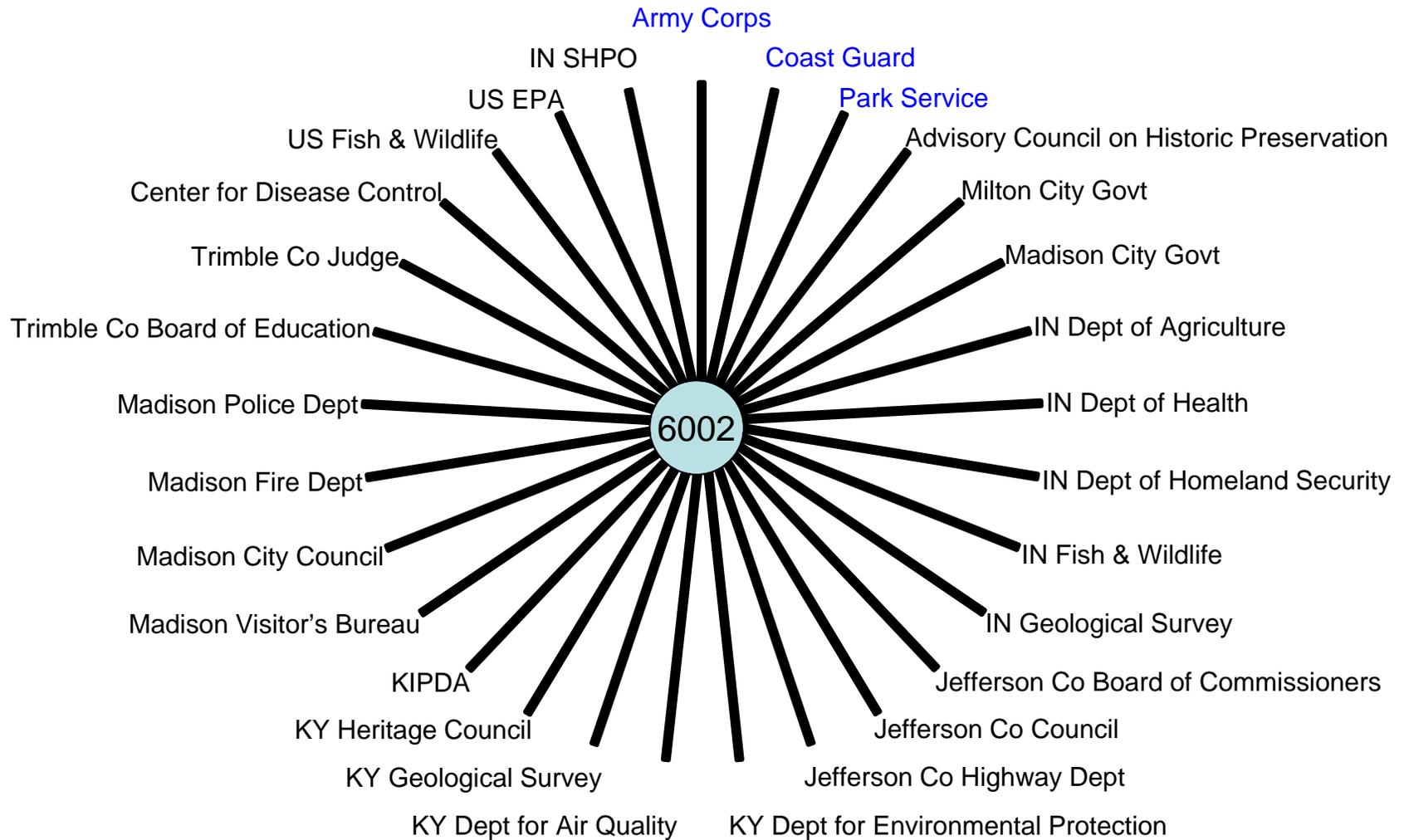


## July 2008-October 2008

- Project Kick-Off Activities
- Formation of the Project Advisory Group (PAG)
- Section 6002 Agency/Section 106 Invitations
- Data collection in the study area



## Section 6002 Participating & Cooperating Agencies



Plus: 32 Section 106 Consulting Parties



**THE PURPOSE AND NEED: THE BACKBONE OF ANY PROJECT!**



“We have a sick bridge.”





Fracture Critical Test



# M3T TO THE RESCUE



# Project Process

## November 2008: Identify Project Needs

### Key Findings of Needs & Deficiencies Report

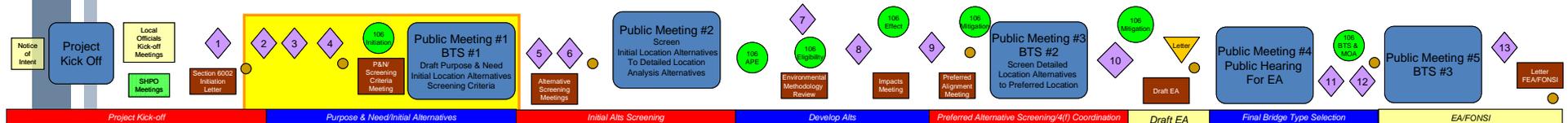
- Bridge is structurally deficient
- Bridge has narrow lanes & substandard geometrics (functionally obsolete)
- 10,700 vehicles cross bridge daily (4% trucks)
- 70% of northbound traffic on bridge stops in Upper or Lower Madison
- Crashes occur on & around bridge



# Project Process

## Dec 2008-Feb 2009: Purpose & Need

- Input from PAG at PAG #2-3
- Agency comment period Dec 15-Jan 15 to develop bullet outline
- Input from public at Feb public meeting
- Agency comment period Feb 4-Mar 4 & meeting Feb 25 to comment on draft document



# Project Process

## Project Purpose & Need Statement:

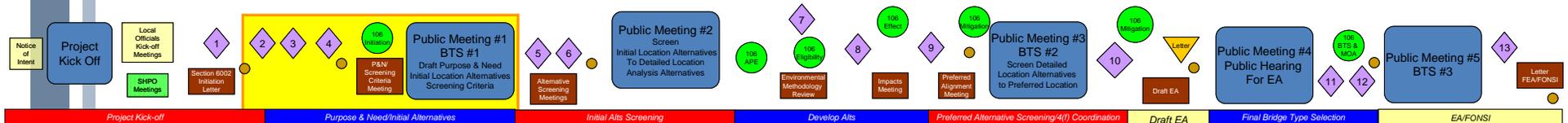
- Improve or replace functionally obsolete/structurally deficient bridge
- Improve or maintain cross-river mobility and community connectivity between Milton and Madison
- Improve safety



# Project Process

## Dec 2008-Feb 2009: Identify Alternatives

- Input from PAG at PAG #2-3
- Input from public at Feb public meeting
- Agency comment period Feb 4-Mar 4 & meeting Feb 25 to comment on initial alternatives



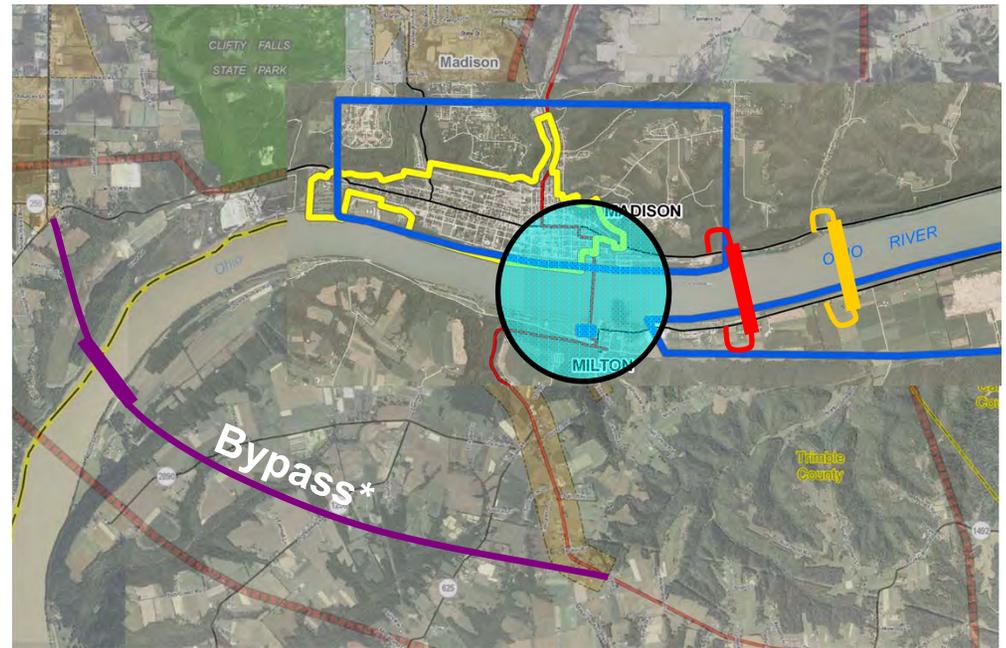
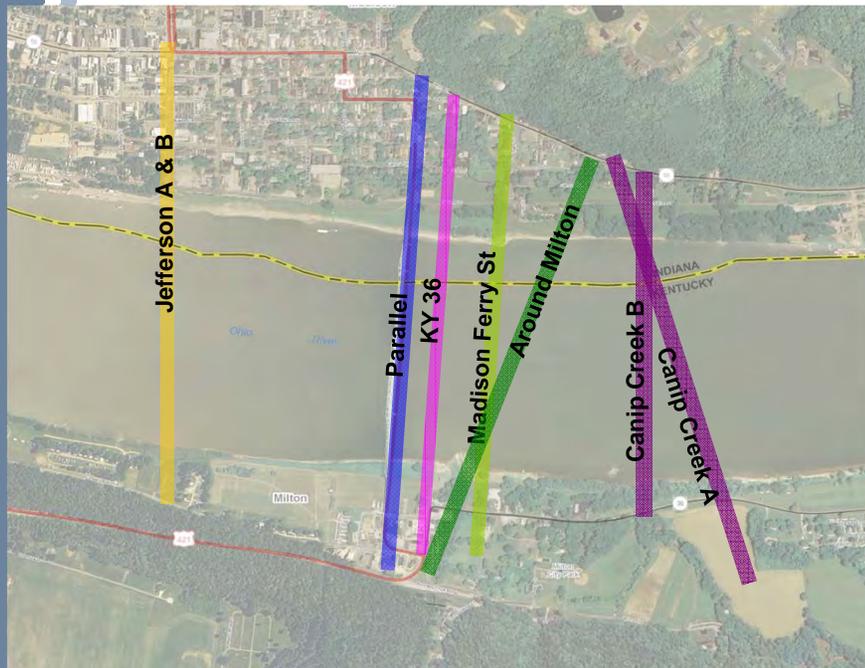
# Initial Alternatives Identified

Do Nothing

Rehabilitation

Superstructure Replacement

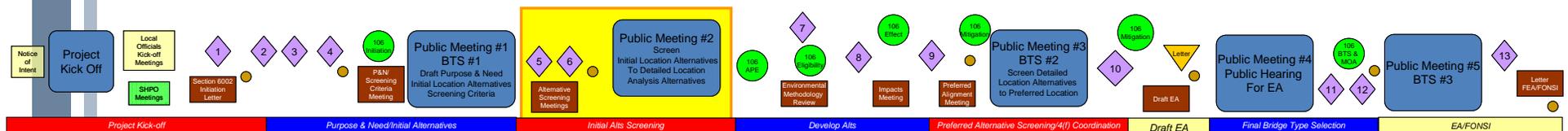
New Bridge on New Alignment (shown below)



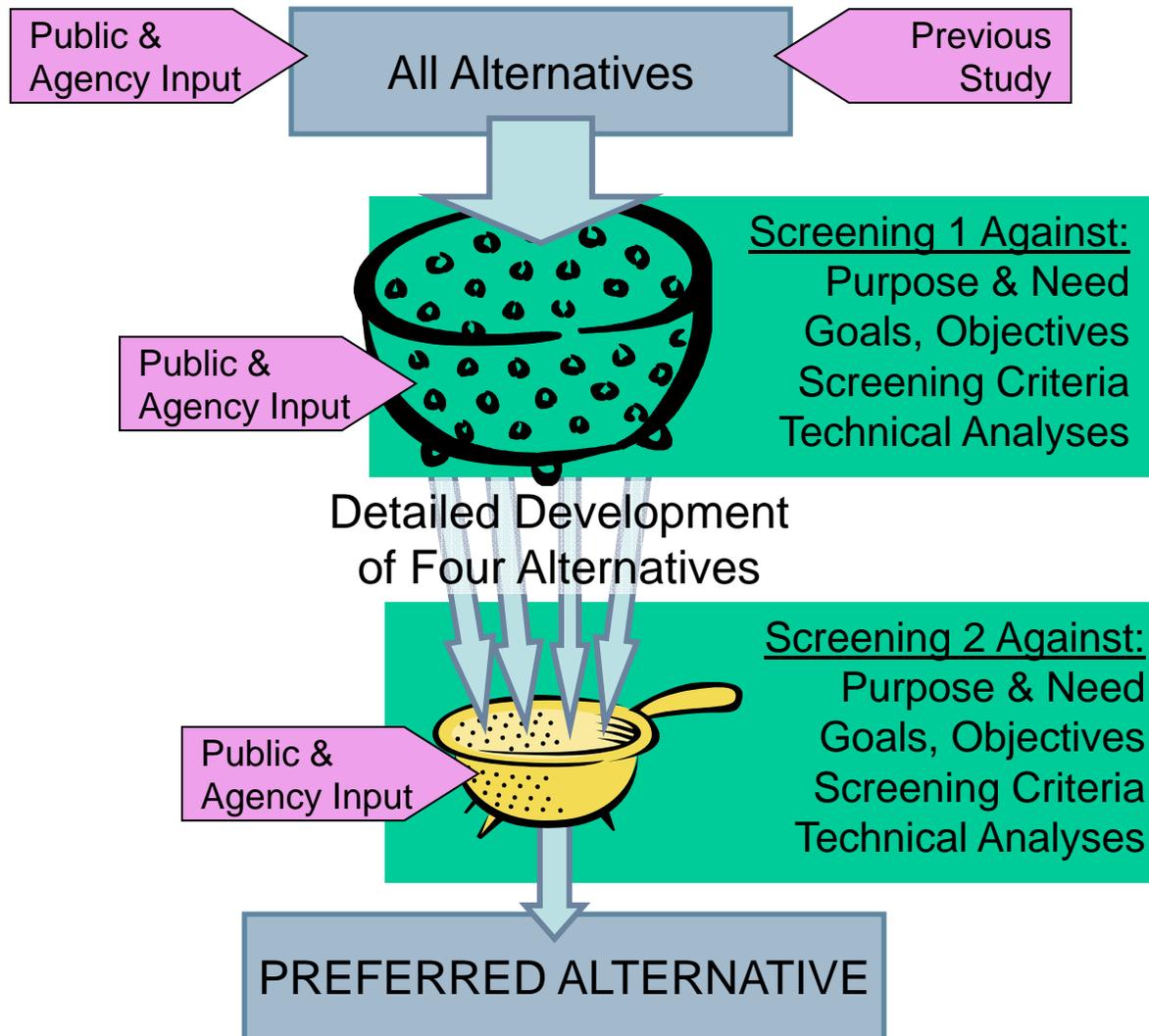
# Project Process

## March 2009-June 2009: Screen Alternatives

- Input from PAG at PAG #5
- Agency screening webinar April 9/13
- Development of Initial Location Alternatives Screening Report
- Agency/Section 106 comment period May 4-June 4 & meeting May 18 to comment on alternatives screening
- Public input at May open house/forum



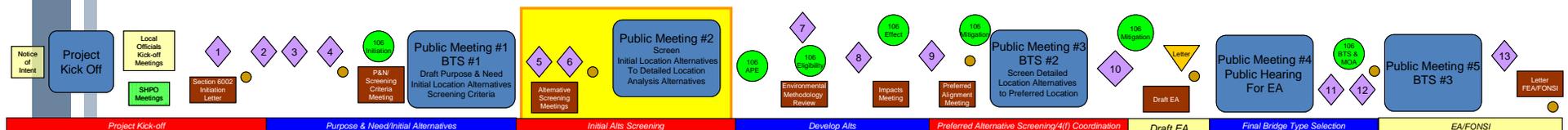
# Project Process: Screening Alternatives



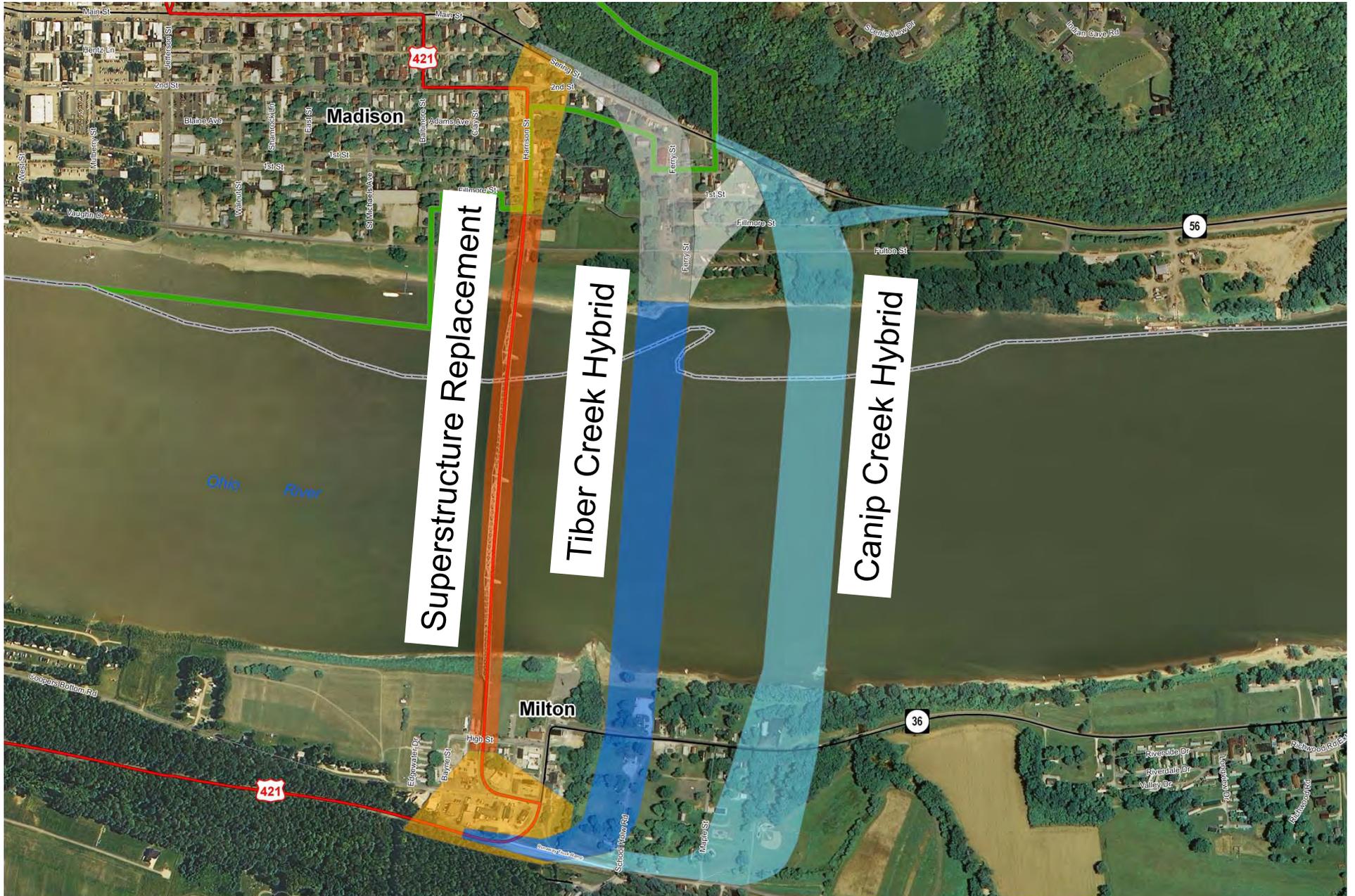
# Project Process

## Key Findings of Initial Location Alternatives Screening Report

- Four alternatives eliminated because they do not meet Purpose & Need
- Four alternatives eliminated because they would have major impacts or face excessive challenges (Red Flags)
- Four alternatives recommended for additional study in upcoming months:



# Alternatives for Detailed Study



# Project Process

## Summer 2009-Fall 2009: Develop Alternatives & Impacts

Over the coming months, the project team will be collecting environmental data & working with stakeholders to identify impacts from each of these alternatives

The Section 106 process will be one major component of this effort to identify and discuss historic resources



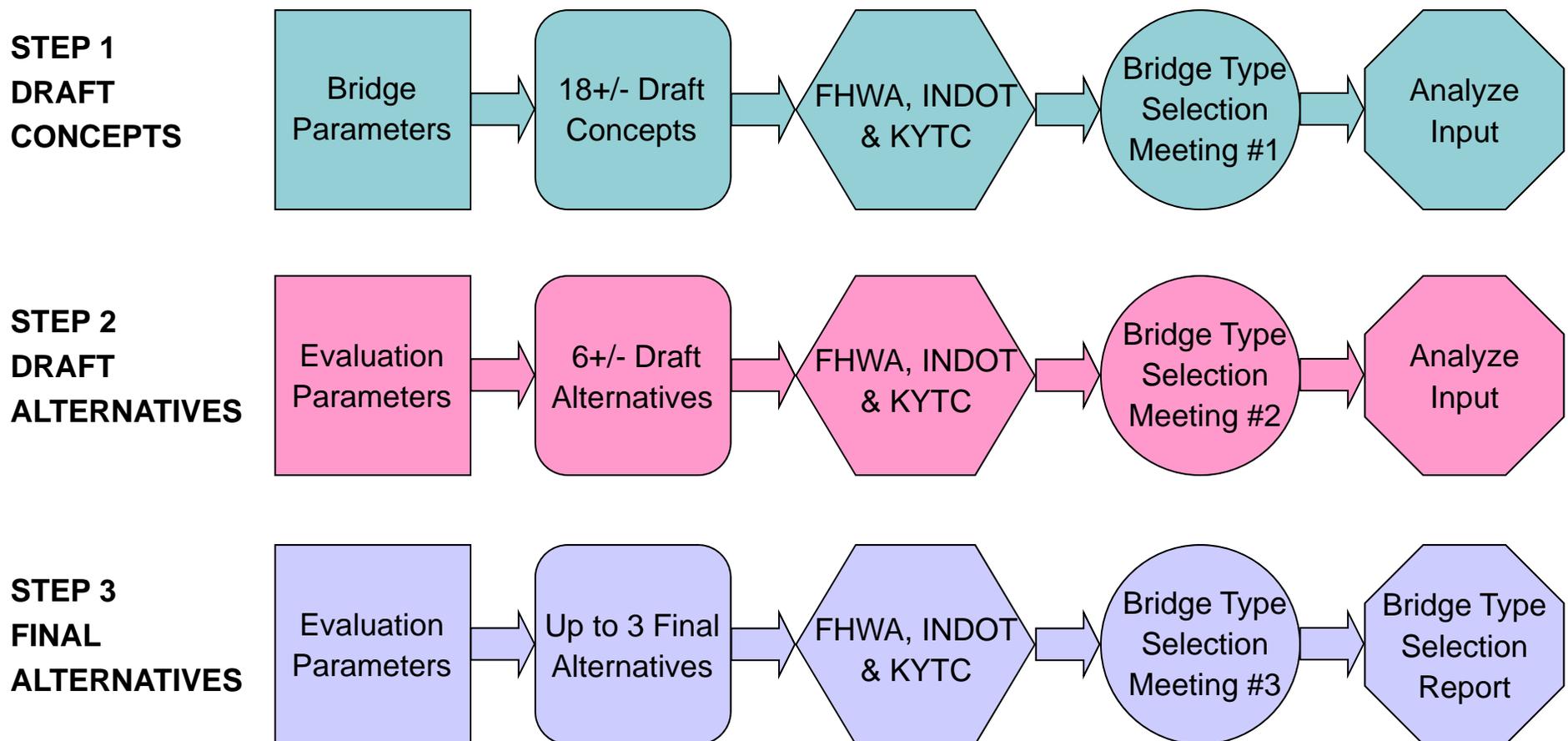
# Cool Tools

Innovative tools and techniques were employed to gather input and keep stakeholders involved:

- Bridge Type Selection Polling
- Webinars & Online Forums
- Interim Documents
- Website as a public document clearinghouse

# Bridge Type Selection

## Live Display Polling on Aesthetic Bridge Preferences



# Bridge Type Selection

Live Display Polling on Aesthetic Bridge Preferences





# Webinars & Online Forums



Web-meeting hosting services allow meeting participants to log in remotely via the internet and view documents on the presenters computer.

Open to people in more locations

Chat features available

Travel & Time cost savings



# Interim Documents

A variety of reports have been published throughout the process to facilitate stakeholder reviews and document the process as it goes.

These will be combined to form the content of the final environmental document.

Needs & Deficiencies Report

Purpose & Need Statement

Environmental Overview Report

Initial Screening Report

White Papers on Traffic, Socio-economics, Ecology, Hazardous Materials,  
Cultural Resources, Travel Demand Model

# Website Clearinghouse

The project website conveys relevant information about the project, up-to-date traffic/closure notices, and acts as a document clearing house for the interim reports

Helps establish an open, transparent process

[www.MiltonMadisonBridge.com](http://www.MiltonMadisonBridge.com)



# Lessons Learned

- Manage Expectations
- Good communications tool
- Resource Agencies new to 6002  
need guidance on their responsibilities
- Some Resource Agencies lack computer skills/equipment  
paper copies of documents still desired
- Be mindful of travel restrictions and budgets of Agencies
- Webinars worked better than tele- or video-conferences
- Document and keep file as part of the Administrative Record

