Sherman Minton Bridge
Sherman Minton Facts

- The Sherman Minton Bridge connects New Albany, Indiana with Louisville, Kentucky
- I 64 crosses the Ohio River
- The bridge opened in 1962
- Double decked tied arch bridge
- Constructed with T1 steel – an innovative material at the time of construction
Governor Daniels Orders Bridge CLOSED

The Sherman Minton Bridge, which was built in 1932, carries approximately 50,000 vehicles a day. Cracks that shut down the bridge indefinitely were found in two main support beams, causing crucial concern.

Structural cracks shut down span indefinitely.
Challenges

- Closing the Bridge on minutes notice
- Finding other routes across the bridge for approximately 80,000 vehicles/day
- Briefing and coordinating closure with local, state and federal officials
- Deploying Statewide INDOT resources on a minutes notice
Governor Daniels approved the closure

Communication from Commissioner Cline’s office

Notified the Indiana State Police to immediately close the bridge

Maintenance crews called in for support with redirecting traffic safely
Traffic Concerns

- Closure of the Sherman Minton affected the 80,000 vehicles that utilize the bridge daily
- Identified bottlenecks along the detour route
- Identified ways to deal with increased capacity and increased traffic flow to other areas
Establishing Communication

- Established command center – New Albany Fire Station

- Briefings
  - Mayors of Jeffersonville and New Albany, Elected officials
  - Coast Guard and Corp of Engineers
  - Department of Revenue (Oversize/Overweight Permit and restrictions)
  - Homeland Security
  - Bi-State Coordination – LMPD, KYTC, Mayor of Louisville
Coordination Throughout INDOT

- INDOT went into action from the Executive Office to the front line Maintenance staff with swift motion
- Utilized ITS Technicians, Design Engineers, Hoosier Helpers, Traffic Signal Technicians, Sign Crews, Construction and Maintenance personnel
- Project Manager named – Paul Boone
Coordination Throughout INDOT

- Worked with Locals to coordinate Traffic Control – Message boards, signage, etc
- Internal Design Team working on planes to widen ramps to add capacity to existing one lane ramps
- Coordinating materials like concrete barrier walls, delineators, and signs
- Consideration of emergency funding and cost tracking
Media Briefings

READ ALL ABOUT IT!!

NEWS