



When would the bridge be closed and for how long?

If KYTC and INDOT win stimulus funding, and if superstructure replacement is chosen as the selected alternative, construction on the new bridge could begin as soon as next summer with the new bridge open to traffic in early 2012. The existing bridge would be closed for 9-12 months beginning in early 2011. KYTC and INDOT are considering offering financial incentives to encourage the contractor to shorten the time the bridge would be closed.

How will I get across the river?

If superstructure replacement becomes the selected alternative, a river ferry service would be provided at no cost to travelers, and there would be provisions for emergency services.

Since ferries cannot operate during high water and wind, a system will be developed to notify residents when the ferry is closed. During the bridge closing, motorists could also use the bridge 26 miles upstream near Vevay, Ind., or 46 miles downstream in Louisville. Every effort would be made to reduce the length of time the bridge would be closed.

What is superstructure replacement?

Superstructure replacement means building a new bridge in the same location as the current bridge, using the existing piers. It involves removing the existing steel superstructure, replacing it with a new wider truss superstructure and modernizing the piers. The road deck would be rebuilt and widened to 40 feet, including two 12-foot lanes, 8-foot shoulders and a sidewalk. The current bridge is only 20-feet-wide with two 10-foot lanes and no shoulder or sidewalk. Only minimal changes would be made to the roads approaching the bridge. Testing has shown that the concrete in the existing piers is sound and has a remaining life of 70+ years. However, the piers will be modified to allow for the new 40 foot wide structure and to improve the piers for potential barge collisions.

Why superstructure replacement, and why now?

A combination of factors has indicated that superstructure replacement is the most viable option for getting a safe new bridge based on potential impacts on the historic districts, the condition of the existing bridge and the availability of federal stimulus funding (officially called a TIGER grant).

Superstructure replacement, with minimal approach work, is the only one of the remaining location alternatives which does not require relocation of historic homes or business. It is the only alternative that lies outside Madison's National Landmark District. This proposal would eliminate the need for a right-of-way process that would take additional years.

Based on recent inspections, the existing bridge has only about 10 years of remaining life. The longer we wait, the greater the likelihood that a major bridge repair will be needed, which would require the bridge be closed intermittently for 18-24 months.

Superstructure replacement is the only alternative that would allow us to complete construction by February 2012. Projects that meet that deadline are given preference for TIGER Grants. By comparison, due to the financial condition of both Kentucky and Indiana, it likely would be 10 years or longer before the option of a new bridge at a new location could be considered.

What is a TIGER Grant?

It is federal stimulus money available as part of the American Recovery and Reinvestment Act of 2009. TIGER (Transportation Investment Generating Economic Recovery) Grants are competitive and sought by communities across the country. KYTC and INDOT are applying jointly for \$95 million toward the estimated \$131 million cost of superstructure replacement with minimal approach work. Both states would split equally the remaining cost.

How much would it cost to build a new bridge at a new location?

The two Tiber Creek location alternatives are estimated to cost between \$189 million and \$199 million. The Canip Creek location alternative is estimated at \$219 million. Superstructure Replacement with fully redesigned approaches to SR 56 and Milton Hill would cost \$167 million.

What about the roads leading to the new bridge?

Minimal changes would be made to the roads approaching the bridge under the proposed superstructure replacement. The new bridge would be designed so that it is compatible with any future approach work..

Why can't you just go ahead and build the roads leading up to the new bridge?

Building new approaches to the bridge would infringe on the historic districts. It would also require buying property in Milton and Madison, which can take several years to accomplish.

What would the new bridge look like?

The new bridge would look similar to the existing bridge, except it will be wider. Public polling has shown a preference for a truss bridge type over an arch bridge; a cable stay bridge would not be possible with the proposed superstructure replacement.

Will our historic districts be impacted?

Superstructure replacement, with minimal approach work, is the only alternative that lies outside the Madison National Landmark District. It is also the only alternative which would not require relocation of homes or business. Also it will not require the buying of right-of-way from the two Historic Districts in Kentucky. Information gathered over the past year through the environmental process played a critical role in the development of the superstructure replacement proposal.

How good are our chances of winning a TIGER Grant?

We believe we have a good chance of getting funding. When it comes to awarding the TIGER grants, priority is given to projects that can be completed before February 17, 2012. Superstructure replacement, with minimal approach work, could be completed by that deadline.

What happens if we don't win the TIGER Grant?

While chances of winning the grant are favorable, if the grant is not awarded, KYTC and INDOT will pursue traditional funding for superstructure replacement.

What happens next?

Public meetings will continue to be held to keep the community informed about the status of the project. The first public meeting is scheduled for September 10 at the new Milton Elementary School, 9542 Hwy. 421 N., from 6:30–8:30 p.m. Project officials will also answer questions during an online forum on the project Web site, www.miltonmadisonbridge.com, on September 17, from 12:00-2:00 p.m. and again from 7:00-9:00 p.m.

The project team will also continue coordinating with Section 106 consulting parties and agency representatives to fulfill all the federal requirements.

KYTC and INDOT will find out in January 2010 whether they have been awarded the TIGER Grant. While awaiting the outcome of the TIGER Grant application, the project's environmental process will continue, with a completed NEPA* document expected in February.

*National Environmental Policy Act:

The National Environmental Policy Act (NEPA), signed into law in 1970, requires that impact on the human and natural environment be publicly documented and considered in the decision-making process for major federal projects.