

OVERVIEW

The Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) are jointly applying for federal stimulus funding to replace the deteriorating 80-year-old Milton-Madison Bridge. Based on the condition of the existing bridge and environmental factors, superstructure replacement is emerging as the fastest and most cost-effective way to connect US 421 between Milton, Ky., and Madison, Ind.

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 the summer of 2010 and be open to traffic in early 2012. The existing bridge would remain open while work is done to bring the piers up to modern standards, but once work begins on replacing the steel truss and road deck, the bridge would close for 9-12 months beginning in early 2011. Plans are in development, but would include a no-cost ferry service between Milton and Madison and provisions for emergency services while the bridge is closed. Only minimal changes would be made to the roads approaching the bridge.

SUPERSTRUCTURE REPLACEMENT

- Superstructure replacement would involve removing the existing steel superstructure, replacing it with a new wider truss superstructure and reusing and modernizing the existing piers.
- The new bridge would look similar to the existing bridge. 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.
- 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.
- New approaches to the bridge would not be part of the proposed superstructure replacement, but the new bridge design would be compatible with future approach work, which remains an objective of KYTC and INDOT. Each state would develop improvements on the bridge approaches through individual project development processes, based on availability of funding.
- Information gathered over the past year through the environmental process played a critical role in the proposal. Replacing the bridge superstructure with minimal approach improvements requires no relocations of historic homes or businesses.
- The condition of the existing bridge and timing both became increasingly urgent factors after inspections that heightened concerns about the longevity of the existing bridge, newly estimated at reaching the end of its life span in less than 10 years.

COMMUNITY IMPACT

- If superstructure replacement is chosen as the selected alternative, the existing bridge would be closed in early 2011 for the removal of the steel trusses and construction of the new truss. It would remain open while work is performed on the piers, which could begin as soon as next summer.
- Plans are still in development, but a river ferry service would be provided at no cost to travelers and there would be provisions for emergency services. Temporary docks would be constructed at locations to be determined.
- Superstructure replacement, with minimal work on the roads leading to the bridge, will have little direct impact on the environment and historic properties. The option would not require relocation of historic homes or businesses.
- During the bridge closing, motorists would use the bridge 26 miles upstream near Vevay, Ind., or 46 miles downstream in Louisville.
- Incentives are being considered by INDOT and KYTC to encourage the contractor to shorten the time the bridge is closed.
- Ferry boats are currently in use in 10 communities across Kentucky.



To provide feedback on the proposed superstructure replacement, visit miltonmadisonbridge.com.



FEDERAL STIMULUS FUNDING OPPORTUNITY

- Replacing the superstructure would cost an estimated \$131 million. To help cover such a cost, KYTC and INDOT are seeking a \$95 million Transportation Investment Generating Economic Recovery (TIGER) Grant.
- The U.S. Department of Transportation is making \$1.5 billion in TIGER Grants available to state and local governments under the American Recovery and Reinvestment Act of 2009.
- Projects that can be completed by February 17, 2012, are given priority when awarding TIGER Grants.
- KYTC and INDOT are in a favorable position since construction for superstructure replacement could be completed by February 2012.
- The superstructure replacement proposal would not require any property to be taken, which by itself eliminates the need for a right-of-way process that would take additional years. By comparison, if funding were available, completion of the other bridge alternatives would likely be more than a decade away.
- KYTC and INDOT will be competing with projects from across the country for TIGER Grant funding.
- Winning the TIGER Grant would put the Milton-Madison Bridge on the fast track for replacement.
- Superstructure replacement is the most affordable alternative. By comparison, 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'S NEXT?

- Public meetings will continue to be held to keep the community informed about the status of the project. Check miltonmadisonbridge.com for details.
- 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. The project team will also continue coordinating with Section 106 (historic) consulting parties and agency representatives to fulfill all the federal requirements.
- While chances of winning the grant are favorable, if the grant is not awarded, KYTC and INDOT will pursue traditional funding for superstructure replacement.

*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.