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August 2009 in-depth inspection shows further repair needed on Milton-Madison Bridge *Little change seen from January 2009 inspection report*

LOUISVILLE, Ky. (September 17, 2009) – A recent in-depth inspection of the US 421 bridge spanning the Ohio River between Milton, Ky., and Madison, Ind., indicates more repair work is needed on the 80-year-old bridge. Intermittent bridge closures may be expected during repair work, but no long-term closures are expected. Repairs to the structure would likely occur in late 2009 or early 2010.

The in-depth inspection, performed over a period of 11 days in August, was conducted by PB Americas Inc. at the request of the Kentucky Transportation Cabinet (KYTC). The inspection team closely examined every bridge component above the water line, including the entire steel superstructure, the road deck and the bridge substructure, which includes piers and concrete abutments.

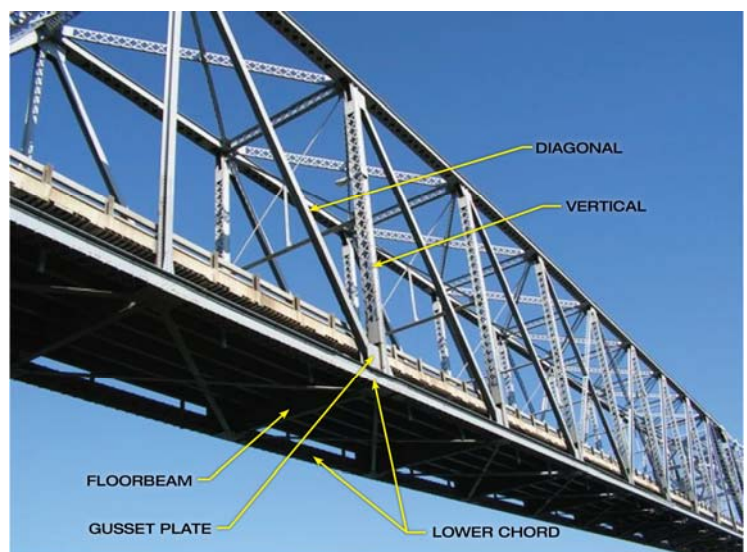
“The report is not surprising,” said David Steele, KYTC Engineer for Bridge Preservation. “It confirms what we suspected; the Milton-Madison Bridge is deteriorating and needs to be replaced.”

August 2009 in-depth inspection findings

KYTC uses a rating scale of zero to 9 to describe the condition of various bridge elements. A 9 rating indicates the bridge element is in “excellent” condition. A zero rating means the bridge is “failed” and beyond repair. An element in “poor” condition is given a rating of 4. A 6 rating is considered “satisfactory.”

The overall condition of the US 421 bridge was determined to be “poor,” primarily due to the condition of the bridge’s steel truss superstructure, which shows signs of advanced deterioration due to rust and thinning steel. The road deck and substructure were both found to be “satisfactory.”

In the report, inspectors outline needed repairs for the bridge, but recommend that priority be given to repair of gusset plates, which connect diagonal and vertical truss members,



floorbeams and the “lower chord,” which is the steel beam that supports the road deck (see diagram). The report also suggests increased enforcement of a 15-ton weight limit to prevent overweight vehicles from crossing the bridge. The report also outlines other repairs that will require attention in the next six to 24 months.

The bridge has had an overall “poor” rating since January 2009, date of the report of the bridge’s regularly scheduled inspection in December 2008.

Inspection timeline

The December inspection showed a need for repair work on some gusset plates. That prompted KYTC to post a 15-ton weight restriction, which remains in place. Repairs to the gusset plates were performed in July 2009. Further analysis of the bridge will be needed before it is determined whether the weight limit can be removed.

Superstructure Replacement

For the past year, KYTC and the Indiana Department of Transportation (INDOT) have been examining the need for replacing the US 421 bridge. Based on input from federal, state and local resource agencies, and on the condition of the existing bridge, superstructure replacement is emerging as the fastest and most viable option for replacing the bridge. Superstructure replacement would involve removing the existing steel superstructure, replacing it with a new, wider truss superstructure and reusing and modernizing the existing piers.

It was previously announced that Kentucky and Indiana would jointly apply for a \$95 million federal stimulus grant that could be used to expedite superstructure replacement, if it is the selected bridge alternative. Construction of a new superstructure could begin in summer 2010 and be open to traffic in early 2012.