



January 2010

- Public comments on the project will be accepted through January 30 by mail, email, fax or phone to: John Carr, Project Manager, Wilbur Smith Associates, 1648 McGrathiana Parkway, Suite 340, Lexington, KY 40511, 859-254-5759, FAX 859-254-5764, JCarr@wilbursmith.com, or through the project Web site, www.MiltonMadisonBridge.com
- The Environmental Assessment (EA) summarizes the need and purpose of the project, alternatives considered, cost of the project, its impacts and mitigation for those impacts. The EA, one of several federally required NEPA* documents for the project, was approved by the Federal Highway Administration (FHWA), Kentucky Transportation Cabinet (KYTC), Indiana Department of Transportation (INDOT) on December 23, 2009. The project team is seeking feedback on the EA throughout January and is hosting the public hearing to gather input.
- In late January, the U.S. Department of Transportation announces recipients of the TIGER Grant*, which KYTC and INDOT would use to fund \$95 million of the estimated \$131 million cost of the bridge project. The states would split evenly the remaining cost.

February 2010

- Based upon the findings in the EA and public comments, the project team will prepare a final document called FONSI, or Finding of No Significant Impact. The FONSI provides a synopsis of the project that includes the need and purpose of the project, alternatives considered, cost of the project, its impacts, mitigation for those impacts, and a summary of public and agency input on the EA, as well as the recommended course of action. In this case, that is the replacement of the US 421 bridge's truss superstructure on modified piers.
- Once the FONSI is signed by the FHWA, the project is officially approved. Contingent upon award of the TIGER Grant, the project moves forward to the construction phase building on the engineering work that was performed for the Environmental Assessment.

March 2010

- KYTC and INDOT will advertise for bids for the project using an innovative process called "Design-Build." This method has been used before by KYTC and INDOT to shorten completion times for projects. The Design-Build Team will consist of a qualified engineering firm and a qualified contractor. The team will develop a final bridge truss design with a profile similar to the existing bridge. The new bridge will open to traffic in time to meet the TIGER Grant's February 2012 completion deadline.

May 2010

- Project bids are opened and the contract awarded to a qualified Design-Build Team.

June 2010

- Construction is expected to begin. The bridge remains open while work is performed to modernize the existing piers. The bridge is not expected to close to traffic until early 2011.

*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.

*TIGER Grant: Transportation Investment Generating Economic Recovery. Part of the national stimulus funding program, American Recovery and Reinvestment Act of 2009.