

Milton-Madison Bridge Project

Design-Build Effects and Commitments (January 2011)

The Superstructure Replacement Alternative was identified in the March 2010 "Finding of No Significant Impact" (FONSI) as the selected alternative to be built, replacing the aging US 421 Milton-Madison Bridge over the Ohio River. Based on the preliminary engineering completed for the FONSI, a maximum 365-day bridge closure period was anticipated during the replacement of the truss. A commitment for a free ferry service was included with the project to preserve community connectivity during the closure.

In October 2010, the Indiana Department of Transportation (INDOT) awarded the design-build contract for the Milton-Madison Bridge Project to Walsh Construction Inc, who submitted the lowest bid amount based on construction cost, closure duration, and completion date. The proposed design-build strategy constructs detour bridge approaches and a parallel river bridge on downstream piers for traffic to use while the original truss is demolished. The new truss will then be slid into place on the strengthened existing piers, shortening the bridge closure to 10 total days.

This is different from the original project discussed in the March 2010 FONSI. This handout summarizes how the Environmental Effects and Project Commitments have changed because of the Design-Build strategy.

The Project's Initial Effects on the human and natural environment were ...

- *Increased Travel Distance:* During the 365-day closure, traffic would have to detour to another Ohio River Bridge (like Markland Dam) to cross the river or would have to ride a free ferry. However, the ferry would not be able to serve the entire traffic volume using the bridge today.
- *Economic Impacts:* The change in access during the 365-day closure would lead to a negative economic impact on the communities, resulting in a decrease in the number of jobs and economic output. However, construction of the bridge would draw additional jobs and output to the communities, leading to a positive economic impact.
- *Loss of Historic Truss:* Construction of the Superstructure Replacement Alternative would remove the historic bridge, which is listed on the National Register of Historic Places. It would have a noticeable effect on local views to and from the river.
- *Bicycle and Pedestrian Link:* Sidewalks and bike lanes would be included on the new, wider truss.
- *Park Impacts:* Area parks including the Madison Campground, Jaycee Park, and the Milton Boat Ramp would be unavailable for public use during construction because they would be needed for construction staging or ferry parking areas.
- *Other Construction Effects:* Construction activities would result in short term impacts to dust, noise, ground vibration, and water quality nearby. Coordination with the Kentucky Department of Fish and Wildlife Resources would be required to minimize impacts to the peregrine falcons that have nested on the bridge over the last decade.
- *River Navigation:* The new truss would have 5 feet less vertical clearance than today and would result in impacts to navigation during demolition. Full coordination with the US Coast Guard would be required.
- *Archaeology Sites:* One previously unknown archaeological site in Milton was identified; measures would be included in the construction plans to avoid impacting the site.

A number of Project Commitments were made to offset these Initial Effects ...

- Innovative construction contracting techniques would be used to minimize the bridge closure duration.
- A free ferry service would be provided during the bridge closure.
- Enhancements (such as new restrooms and sidewalks) would be made to the Milton Boat Ramp and Madison Campground following operation of the ferry service. The former boat launch and field south of the campground would be improved to serve as a ferry landing/loading zone.
- Promotional tourism/marketing efforts would be sponsored in Madison and Milton.
- Funding would be provided towards a Historic Preservation Officer for Madison.
- Planning assistance through the Madison Main Street Program would be offered to prepare Milton and Madison business owners for the bridge closure period.
- Historians would assemble photo documentation and plans of the existing bridge.
- A qualified film lab would restore the historic 1929 film of bridge opening ceremony.

- Updates would be prepared for National Register nomination forms for the Madison Historic District and the Third Street Historic District in Milton.
- The contractor would remove any builder plates and plaques from existing bridge and give them to the city for public display.
- The contractor would monitor vibration at three historic structures during construction.
- The contractor would follow a Traffic and Parking Management Plan that is sensitive to historic resources.
- Construction would be limited during special events like the Madison Regatta.
- An emergency medical service would be provided during the bridge closure (like a ferry or helicopter).
- The peregrine falcon nest box on the bridge would be relocated during construction.
- A temporary boat ramp would be built in Milton for public use during construction.
- In Milton, a bicycle/pedestrian planning study and a riverfront park planning study would be completed.
- A truss design would be developed that mimics the existing bridge, as recommended by local stakeholders.
- If approaches are considered in a future project, a consultation process parallel to Section 106 process would be used for that future project.
- An underwater survey would be completed to relocate the Madison Regatta for two years during construction.

Because of the Design-Build strategy, some of the Effects to the human and natural environment changed from those listed in the initial March 2010 FONSI. The long term impacts described in the FONSI will not change because the Design-Build strategy does not alter the final elements of the Superstructure Replacement Alternative, only the construction methods used to build it.

- The Design-Build strategy leads to a reduction of the bridge closure period from 365 days to 10 days, lessening impacts on cross-river traffic and community members. The ferry service will not be needed and the Madison Campground and Milton Boat Ramp will remain open to the public (except during the bridge closure periods).
- Construction of the detour approaches to the bridge changes traffic patterns in Lower Milton and eastern Madison. With adjustments to traffic control devices at key intersections, it is expected that the existing roadways can meet the traffic demand without major queues in either community.
- Construction of a parallel truss structure on downstream piers leads to additional disturbance of the peregrine falcons, additional effects on river navigation, and potential effects on water quality. Coordination with the US Coast Guard and Kentucky Department of Fish and Wildlife Resources is underway. The contractor will follow INDOT's standards to minimize effects on water quality and aquatic species during construction.
- Construction of detour bridge approach in Milton leads to potential impacts to the archaeological site in Milton. Additional field work and coordination with the State Historic Preservation Officer is underway.
- Minor increases in noise and ground vibration effects during the construction period will occur. Noisy construction activities will be limited to daylight hours. Estimated ground vibration levels are well below the threshold for damage.
- The contractor will use Jaycee Park for staging and office space during construction and will restore the park after the project has been completed.

A few of the Project Commitments have changed because of changes from the Design-Build Strategy.

- The free ferry service is not needed because the closure duration was reduced from 365 days to 10 days. This commitment has been eliminated, along with the need to improve the former Madison boat launch/field and the need to create a temporary boat ramp in Milton. Provisions for a cross-river emergency medical link during the closures will be included.
- The Madison National Register nomination form will not be updated because it is likely that this would reduce the district boundaries and de-list some properties currently included in the district. There is no apparent disadvantage to maintaining the form as-is.
- Additional field work and coordination regarding the archaeological site in Milton will be completed.
- Jaycee Park will be restored to its original condition or better following its use as a construction staging area. This will include replacement of the volleyball courts, picnic shelter, basketball court, and any other affected areas.

The remaining Project Commitments included in the initial FONSI will be completed as part of the project.

If you have any questions or comments, please contact Kevin Hetrick at 317-232-5162 or KHetrick@indot.in.gov.