



**LOUISVILLE-SOUTHERN INDIANA
OHIO RIVER BRIDGES PROJECT**

**DRAFT RANGE OF ALTERNATIVES DOCUMENT
PUBLIC COMMENTS REPORT**

Comment Period: August 11, 2011 - September 12, 2011

Community Transportation Solutions, GEC

October 2011

The *Louisville-Southern Indiana Ohio River Bridges Project (LSIORB) Supplemental Environmental Impact Statement Draft Range of Alternatives Document* dated August 5, 2011 was mailed out to the Resource Agency Coordination Team, Regional Advisory Committee members and Section 106 Consulting Parties on August 10, 2011, along with a comparison document showing the differences between the FEIS Selected Alternative and the Modified Selected Alternative and the estimated cost savings for each of the six project design sections.

The document was made available to the public on the project web-site (kyinbridges.com) on August 10, 2011. Over the next two weeks, information was shared through television news coverage and newspaper articles explaining the comment period and directing the public to the website.

Comments were received for a 15 day period from August 11, 2011 - August 25, 2011 from the Regional Advisory Committee, Section 106 Consulting Parties and the general public. The comment period was open until September 12, 2011 for the Resource Agencies. This report summarizes all the comments.

There were a total of 115 respondents who submitted a comment to the CTS project manager, John Sacksteder or the Federal Highway Administration (FHWA) during the Alternatives Evaluation Document comment period. Comments were submitted as an e-mail from the website or as a letter either attached to an e-mail or mailed through a postal service. One hundred thirteen (113) comments were received by e-mail from 102 respondents (eleven respondents submitted more than one e-mail). Another 13 respondents provided comments in a letter. Each respondent was entered in the database of comments, for a total of 115 entries.

The state of residence for the respondents was not always clear. Thirty six respondents did not indicate if they were from Kentucky or Indiana. From those who provided an address, 39 percent (45 respondents) were from Kentucky; 25 percent (29 respondents) were from Indiana; and five respondents were from other states.

State of Residence

Indiana	29	25%
Kentucky	45	39%
Other	5	4%
Did not indicate	<u>36</u>	31%
	115	

The Draft Range of Alternatives Document described the process used in screening alternatives and proposed evaluating the following range of alternatives in the SEIS:

- **No Build**
- **Selected Alternative (without Tolls)**
- **Modified Selected Alternative (with Tolls)**

Transportation System Management (TSM), explained in the Draft Range of Alternatives Document as a standalone alternative that will not meet purpose and need, was proposed to be included in the evaluation for further consideration in the Draft SEIS as a part of any selected alternative.

Range of Alternatives comments

The purpose of the August 11, 2011 - September 12, 2011 comment period was to review and comment on the Draft Range of Alternatives Document and the screening process described within, yet only a few respondents actually referenced the document. The majority, 87.83% provided a comment on the project in general. Fourteen respondents (12.17%) provided comment(s) relative to the document.

The comments are summarized below with excerpts (but are best understood from reading the original comment documents themselves):

1. Mr. Harvey Lipps - *"forget reviewing the rejected alternatives";*
2. Ms. Robin Lynch - *"it appears to me that most alternatives were reviewed"*
3. Mr. Clarence Hixson - *"The no build bridges alternative should be adopted and the two bridges project abandoned.....The east end bridge should be abandoned as too costly and for failing to mitigate disproportionately adverse impacts to the Title VI area with immediate projects to restore connection to jobs and markets and reverse economic decline."*
 - *"The financing circumstances have changed since the ROD so significantly that the burden of the cost of the project exceeds what the community should pay for the supposed benefits."*
 - *"The 15A route must be abandoned because of extreme environmental impacts caused by use and inadequate treatment of road salt and brine in the winter and its discharge in high concentrations to Harrods Creek which will flow into the groundwater wellhead protection zone of the LWC artesian well # 5 at the mouth of Harrods Creek. "*
 - *"The 15A route must be abandoned because the public was not given an accurate picture of the impacts and alternatives in the public consultation process. Original well head protection maps presented to the 15A east end bridge and approach citizen group, falsely identified a wellhead protection boundary that did not extend to the area of well # 5."*
 - *"Far East- South Routes A7, A14, A10 are better alternatives and should be reviewed. A7, A14, or A10 do not cross over the Louisville Water Company artesian wells and well head protection zone, do not cross Harrods Creek and do not require boring a tunnel. "*
 - *"Money saved from no build option for 15A route eliminating the cost of a tunnel and approach bridge over Harrods Creek could be used to make the bridge full width with the bicycle lane and using alternative storm water treatment and handling designed to remove more suspended pollutants before discharge to the Ohio downstream of the drinking water intake wellhead protection zone. "*
 - *"It was not made a matter of public consultation that the main driver of the 'build the east end bridge movement' was the millions of dollars that local development tycoons planned to make by opening and operating the River Ridge Commerce Center in Utica at the old ammunition plant. The entire KIPDA Regional Transportation Plan has a bias towards east end infrastructure development that has unmitigated impacts to the Title VI area. "*
 - *"The original grounds in the Purpose and Need for building the bridges have been invalidated by subsequent economic collapse leading to a crisis in the Title VI area identified by KIPDA in the Horizon 2030 document..."*

- *"The Build the Bridges plan starves other aspects of Louisville transportation planning to the degree that the city will not end up with, "an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand." 23 U.S.C. § 450.322(b)."*
 - *"The Build Bridges Alternatives fail to mitigate the disproportionately adverse effects created by the use of \$ 4.4 billion dollars to enhance automobile use and pollution. Mass transit projects are clearly called for in the KIPDA Region and only undisclosed conflicts of interest keep them from being funded. The proposed alternatives favor elite caucasian interests gathering in the far east county and continue to segregate and doom poor African Americans in Title VI area."*
 - *"Other alternatives than the 15A east end bridge route, including choosing A7, A14 or A10 routes, would have fewer adverse environmental impacts to drinking water infrastructure and war water aquatic habitat. The 15A route would impermissibly harm the environment in Harrods Creek, place at risk the millions spent on the artesian well system, include more costly creek crossings and a tunnel, force the narrowing of the bridge capacity, eliminate bicycle paths and serve undisclosed financial interests maneuvering behind the scenes."*
4. Mr. Tim Gahan - *"Neither the SEIS Purpose and Need White Paper nor the Supplemental Environmental Impact Statement DRAFT Range of Alternatives Document August 5, 2011 discusses Noise Abatement."*
- *"The SR 265 Lee Hamilton Highway encircles New Albany suburbs and any elevation of sound by allowing this to become a BY-PASS to meet the Purpose and Need: Inadequate cross-river transportation system linkage and freeway rerouting opportunities in the eastern portion of the Louisville Metropolitan Area is the purpose of this PUBLIC COMMENT."*
 - *"Rerouting traffic to the existing corridor of SR265 Lee Hamilton Highway makes the Citizens of City of New Albany, and Floyd County residents, "RECEIVERS" by definition and as stated in the Indiana Department of Transportation Traffic Noise Policy effective January, 2007 Type I Project guidelines, RECEIVERS nearby a TYPE 1 PROJECT will be considered for noise abatement."*
 - *"My concern is the focus of the Committee as it discusses the east end Louisville Metropolitan Area (LMA) omits the NW corridor of the project...My hope is through your consideration the residents of New Albany will be afforded some needed noise relief with this project and will be included in any SEIS Traffic Noise Analysis..."*
5. Hoosier Environmental Council - *"According to the Draft Range of Alternatives Document ("DRAD"), the SEIS process will now include a review of the ORB Project's Purpose and Need. While HEC agrees that this review is necessary due to the prolonged delays and substantial changes, the proposed review is structured to reaffirm the findings of the 2003 FEIS and, therefore, fundamentally flawed."*
- *"Review of Purpose and Need - These factors inexplicably link the Downtown Bridge/Interchange project and the East End Bridge project without justification. There is no explanation as to why or how the inefficient mobility of the downtown area is so closely related to eastern Jefferson and southeastern Clark Counties as to be considered together. Similarly, no justification is provided for why "freeway rerouting opportunities in the eastern portion of the Louisville Metropolitan Area" must be considered concurrently with the downtown project. Finally, the call for two new bridges in a local transportation plan does not necessitate joining those two bridges into a single project."*
 - *"Process and Methodology for Evaluating the Range of Alternatives - One of the criteria is to "Improve System Linkage and Freeway Re-Routing Opportunities." An alternative*

only meets this criterion if it “completes the eastern cross-river transportation system.” There is no specified link between this criterion and the Downtown Bridge.”

- *“East End Bridge - The Kentucky and Indiana Planning and Development Agency (“KIPDA”) traffic projections do not justify the extraordinarily high financial cost for the East End Bridge.”*
 - *“Alternative Concepts - The FEIS only considered one TM alternative that combined various TDM, TSM, and MT alternatives. Given the high cost of the Bridge/Highway alternatives, HEC recommends that more TM alternatives be developed and evaluated. Specifically, we recommend that the TM alternatives include options with combinations of rail transit, dedicated bus and high occupancy vehicle lanes, and pedestrian/bicycle facilities on the downtown bridge.”*
6. Town of Clarksville, IN - *“The Town of Clarksville (Clarksville) would be in favor of the Louisville-Southern Indiana Ohio River Bridges Project if better access to the developing areas of Clarksville can be addressed.”*
- *“Clarksville is concerned that the 1-65 designers may have used traffic data that is not representative of the future traffic volumes expected for the higher intensity land uses being proposed by the owners of the Colgate Plant (Colgate) property...the Clark’s Landing Mixed Use Zoning District.....”*
 - *“Clarksville would request consideration be given to providing access to and from 1-65 at the following locations:*
 - *Northbound and southbound ramps from 1-65 to 7th Street.*
 - *Northbound and southbound ramps from 7th Street to 1-65.*
 - *A northbound ramp from 1-65 to 9th Street.*
 - *Northbound and southbound access from East Montgomery Avenue to 1-65.*
 - *Southbound ramp from 1-65 to Marriott Drive at Newman Avenue.*
 - *Westbound 10th Street connection to Marriott Drive at Newman Avenue.”*
 - *“Besides the need for additional points of access to 1-65, we would request that the design address the following issues:*
 - *Access from the Town of Clarksville to the southbound ramp to 1-65 at Court Avenue continues to be problematic. A safer way to access this ramp is needed.*
 - *Exit ramp to Stansifer Avenue should be located closer to the point of exit.*
 - *Strong consideration should be given to redesigning the entire intersection at Court Avenue, Missouri Avenue north and south of Court Avenue, the ramp to southbound Second Street Bridge, and the ramp from the Second Street Bridge to Court Avenue.”*
7. Kentucky Heritage Council - *“The Kentucky Heritage Council has no particular issue with the draft Range of Alternatives, save the vague references to evaluating design options for the east end tunnel.”*
8. National Trust for Historic Properties - *“In general, we are pleased that the FHWA apparently intends to expand the scope of its analysis in order to include all of the alternatives that were originally reviewed for the 2003 FEIS, including single-bridge alternatives, as we strongly recommended in our July 15, 2011 comments. However, we urge the FHWA to consider a number of additional recommendations.”*
- *“The Purpose and Need Factors Should be Revised - ...we strongly encourage the FHWA to eliminate the fifth factor referring to “[l]ocally approved transportation plans that call for two new bridges,”*

- *"The Proposed Revision of the Metrics for Cross-River Mobility Will Thwart Meaningful Review and Comparison of Alternatives - We strongly disagree with the proposal in the DRAD to measure "Cross-River Mobility" solely in terms of Vehicle Hours of Delay (VHD), rather than the additional two metrics that were used in the 2003 NEPA process— Vehicles Miles of Travel (VMT) and Vehicle Hours of Travel (VHT)."*
- *"The Alignment for the Eastern Bridge Needs to be Re-Evaluated - We are pleased to see that the analysis will include "re-assessing the alignment screening and selection decisions that were made in the 2003 FEIS," and evaluating whether current changes would lead to "different alignment preferences....for two reasons:*
 - *Selecting a different alignment for the Eastern Bridge approach on the Kentucky side (i.e., one that would avoid Drumanard) could result in major cost reductions through elimination of the required tunnel.*
 - *the Kentucky State Historic Preservation Officer (SHPO) had always taken the position that Alignment A-16 would be the least harmful alternative"*
- *"Review of Cost/Financial Feasibility - ...almost \$1 billion would still need to be raised from tolls or other sources in order to fund the modified two-bridge alternative as currently proposed. Finding that extra billion dollars will be an ambitious challenge indeed. Accordingly, single-bridge (i.e., less costly) alternatives must be included in the re-evaluation."*
- *"Recommended Range of Alternatives - We are pleased to see that the Range of Alternatives has been expanded to include all alternatives previously evaluated in the 2003 FEIS. ...We also support the inclusion of Transportation System Management (TSM) measures for consideration as part of all the alternatives. Mass Transit should be treated in the same way."*
- *"The section-by-section matrix describing the changes to the project for each of the six sections is extremely useful, and will serve as an important reference point going forward into the NEPA and Section 106 review process. The modifications to Section 4 (Kentucky Approach to East End Bridge) raise a number of specific concerns, which will need to be addressed through Section 106 consultation in addition to the NEPA review."*
- *"The modifications in the proposed tunnel profile (4th listed item) have the potential to exacerbate adverse effects, including noise and vibration effects, on a number of historic properties."*
- *"The elimination of retaining walls and vertical rock cut facing walls (9th listed item) also have the potential to create or exacerbate adverse effects on historic properties."*

9. River Fields, Inc and Sierra Club, Cumberland Chapter

- *"The public was not been given clear notice of the publication of the Draft [Draft Range of Alternatives Document] or the deadline for comments on the Draft."*
- *"This reevaluation of the entire range of FEIS alternatives is much broader than what the public understood it was commenting on in the June public meetings."*
- *"Changes in Metrics - As the footnote on page 8 of the Draft points out: "In the original EIS, the screening process involved consideration of three criteria-Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT), and VHD [Vehicle Hours of Delay]." The Draft proposes to change these metrics for the determination whether an alternative satisfies the Purpose and Need for the project to a single metric: "Improve Cross-River Mobility. An alternative meets this criterion if it reduces Vehicle Hours of Delay (VHD) within the Louisville Metropolitan Area (LMA) when compared to the No-Action Alternative." While it is impossible to know at this point, it is entirely possible that an alternative might*

reduce VHD but not VMT and VHT. Moreover, any bridge would by definition reduce VHD so the metric is essentially meaningless as a measure for satisfaction of the purpose and need for the project.”

- “Changes in Modeling - Footnote 3 on page 8 refers to a new travel demand model which “recognizes increases to VMT and VHT with facility added to transportation system.” The new model is not identified, leaving the public to guess about it. The model should be identified.”
- “Bridge Capacity - Footnote 4 on page 8 of the Draft continues define capacity in terms of peak hour travel. This is was a mistake in the FEIS and is still a mistake in that this definition of “capacity” is odds with generally accepted traffic-flow conditions in similar urban areas. Moreover, the congestion problems are, and always have been, peak period/peak direction only (rush hour)...”
- “Financing - The Cumberland Chapter of the Sierra Club and River Fields Support the review of Cost/Financial Feasibility described in the Draft... the SEIS should include an analysis of the point at which the lack of traditional federal formula funds makes all alternatives not financially feasible.”
- “Pooling Tolls - The two tolling studies done to date suggest that most of the revenue from tolls would be raised on the downtown bridges,...and that the eastern bridge could not support its cost on tolls it would raise on its own... Apparently, project proponents assume that they can pool tolls from the two different projects and use tolls from the downtown project to fund the eastern bridge. To our knowledge, the FHW A has never stated that tolls may be pooled when they are based on two different exceptions. If pooling is intended, the SEIS should explain the basis of an assumption that tolls may be pooled.”
- “Sequencing - Regardless of whether tools may be pooled, the SEIS should consider whether the cost benefit analysis supports sequencing the project...the need for tolls to support the project suggests that the downtown project, which provides the greatest amount of tolls, should be begun and built first.”
- “Single Bridge Alternatives - The FEIS failed to devote the same attention to single bridge alternatives that it did to the two bridge alternatives. Given the serious financial constraints facing the project, single bridge solutions should be given the same level of study as two bridge alternatives...how much revenue would be raised in tolls if only the eastern bridge and its approaches were tolled and what those tolls would support... the amount of tolls...generated by the downtown project alone and what those tolls would support in construction and maintenance.”
- “Matrix - The Cumberland Chapter of the Sierra Club and River Fields wish to express their compliments to the Bridges Project for listening to comments at the Regional Advisory Council meeting in June and preparing this important document that more clearly describes in concrete terms the actual changes in the modified alternative as compared to the EIS final alternative...we ask that the same comparison be made for all the alternatives under review.”
 - “Section 1 - Alternative description does not state whether the Section 106 MOA commitments are being addressed and kept under this alternative or whether new commitments will need to be made.”
 - “Section 3 - The SEIS should carefully review and evaluate the economic impact of these changes to those businesses and citizens who repeatedly requested and were promised these vital east-west connections.... It will be important for the

SEIS to explain this enormous reduction in total construction and...explain whether this dramatic reduction will allow the same level of service and safety as originally proposed in the FEIS...there is no reference in description about whether the FEIS Section 106 MOA commitments will be addressed and kept."

- "Section 4 - the SEIS must carefully study and document the impacts of this dramatic change to the approach's profile. There will be potentially significant vibration and noise impacts to the immediate communities of BridgePointe, WolfCreek" Green Spring and the historic Wolf Pen Branch area. Additionally, the Section 106 process must evaluate additional noise and vibration impacts to the nearby listed properties of the Allison Barrickman House and the Strater House, Drumanard, and Nitta Yuma... study must take place for potential increased impacts to the potentially eligible St. Francis in the Fields Episcopal Church... The Draft also proposes the elimination of the retaining walls. The retaining walls were a hard fought issue and a mitigation... The SEIS must document the technical impacts of this change...address the fact that an interstate is planned over a wellhead protection area that is intended to become the region's main water supply."*
- "Section 6 - Of the changes that are proposed for the Modified Alternative, we note that the last two changes increase environmental impact by removing culverts which would be vastly preferred by wildlife. We propose that instead of sacrificing environmental mitigation, that the engineering changes be made to reduce costs."*

10. City of Prospect - *"The City of Prospect favors the building of the revised plan. The City of Prospect remains adamant that the approach to the bridge be constructed to run underneath US Highway 42, as planned, when it passes through Prospect."*

11. Indiana Department of Natural Resources (IN SHPO) -

- "... the tables comparing the selected alternative to the modified alternative indicate for both Section 5 (the East End River Bridge) and Section 6 (the Indiana Approach to the East End Bridge) seem to indicate that the "2003 EIS MOA commitments [will be] addressed." We are aware that FHWA intends to propose amending the existing Section 106 MOA with regard to certain properties in the vicinity of Section 6 that are no longer eligible for inclusion in the National Register of Historic Places, but we were under the impression that existing MOA commitments otherwise would be honored. Consequently, we would appreciate clarification about why statements regarding EIS and MOA commitments similar to those in the tables for Section 5 and Section 6 are not also found in the tables for Section 2 (Downtown River Bridge) and Section 3 (Indiana Approach to Downtown Bridge)."*
- "The table for Section 2 indicates that the modified alternative would substitute steel plate girders for the selected alternative's steel tub girders in the approach spans. We recall that there previously had been consultation, either with the Section 106 consulting parties or with the Indiana Historic Preservation Advisory Team, about lighting, about preventing birds from roosting under the Indiana approach spans, and about other, pedestrian friendly measures that could be implemented beneath the Indiana approach spans, and we would suggest that those issues might need to be revisited if the modified alternative were to be chosen ..."*
- "We recall that previous consultation occurred, as well, regarding the physical, visual, and access-related effects of the various ramps in the vicinity of the George Rogers Clark*

(US 31) Bridge and the Ohio Falls Car and Locomotive Company Historic District. It is not clear at this time how the changes to the ramps proposed in the modified alternative would alter those effects, but we would suggest that if the modified alternative were to be chosen, there should be further consultation about how those effects might differ.”

“Otherwise, we have no concerns about the range of alternatives proposed in the August 5, 2011 draft document.”

12. TARC - *“TARC is pleased that the document states that a range of alternatives including mass transit from the 2003 FEIS will be reevaluated to determine if they warrant detailed study as viable alternatives. The potential for enhanced bus service and mass transit to help address the project's purpose and need as part of any selected alternative deserves careful consideration especially in light of plans to scale back the project and to rely on tolls to help cover the costs.... Planning, design, construction and funding for enhanced bus service should be incorporated in the project's development/traffic maintenance plan and should be part of the completed project. Specifics to be addressed include:*
 - ...ensuring that turning radii, lane widths and other project features meet design criteria to accommodate buses;*
 - ...establishment of permanent park-and-ride facilities in final construction contracts...*
 - ...express and shuttle bus service during construction...*
 - ...improved and/or new bus stops, shelters, benches, sidewalk access and pull-off areas for buses...*
 - ...an aggressive public information campaign and...use of emerging technology to communicate with the public about public transportation service and arrival times of buses.”*
13. United States Coast Guard - *“We have reviewed the SEIS Draft Range of Alternatives Document provided in your letter of August 10, 2011. We noted that the navigation clearances presented in the document are consistent with those in the project file.”*
14. EPA - *“Thank you for your continuing coordination with us. EPA Regions 4 and 5 reviewed the Draft Range of Alternatives for the Louisville – Southern Indiana Ohio River Bridges Project, and we are providing the following comments.”*
 - “It should also be noted that there is a potential for changes in impacts to the community, particularly regarding construction impacts to local traffic, residents and the long-term effects of tolling. Since construction is expected to be phased and will require a period of several years, construction impacts are an issue which may affect various parts of the overall community at different periods of time and for a number of years.”*
 - “Purpose and Need - “We agree that the original Purpose and Need statement, documented the in 2003 FEIS, needs to be updated regarding safety data and traffic forecasting information, with the updated information documented in the upcoming DSEIS.”*
 - “Alternatives Screening - To help ensure the SEIS Selected Alternative is a financially feasible alternative, EPA recommends the upcoming DSEIS include the detailed financial studies, including tolling studies that have been done since the 2003 FEIS/ROD, and identify the specific dollar amounts that can be expected from tolling under each SEIS alternative and assess the financial feasibility of each alternative accordingly... We agree that the Travel Demand Management (TDM), Transportation System Management (TSM), and Mass Transit Alternatives have some potential to improve the transportation*

system... The DSEIS should clarify the extent that the currently proposed modification to the Selected Alternative will include these elements... Please include an alternatives comparison table in the DSEIS that provides the cost of each alternative and the dollar amounts expected from each funding source (e.g., tolling, traditional federal formula funds, discretionary funds, etc.) for each alternative, as well as each alternative's various environmental impacts."

- *"Alternatives Analysis -...The construction timeline is unclear regarding when each phase of the project will be underway, and what measures have been planned to help avoid or minimize traffic disruption during renovation of the Kennedy Bridge and Interchange. Also, we recommend that the DSEIS include a map showing the alternatives at an easy-to-read scale... Planning for maintenance costs should also be taken into consideration for the alternatives... The DSEIS should clarify the funding plans... please clarify whether there is a contingency plan in the event that not all the potential funding sources become available, and how the project will be affected if actual tolling revenues differ significantly from early estimates... the DSEIS should include an update regarding the progress of the Big Four Bridge. If plans for the pedestrian path/bikeway are eliminated from the Big Four Bridge, then the construction of this pathway should be reconsidered as part of the Ohio River Bridges Project."*

Purpose and Need

Five respondents talked in detail about the Purpose and Need of the project. Two respondents, National Trust for Historic Preservation and Hoosier Environmental Council, commented on the *Review of the Purpose and Need* section of the Draft Range of Alternatives Document. They had previously commented on the project's Purpose and Need during the comment period of June 27, 2011 - July 15, 2011 associated with the Public Meeting and Purpose and Need White Paper. Their recent comments are shown above, as part of the Draft Range of Alternatives Document comments.

Mr. Clarence Hixson, in support of a No Build Alternative, provided the comments shown above related to the Draft Range of Alternatives. Within his letter he further commented on the Purpose and Need:

"Horizon 2030 erroneously relied on outdated 2000 census and transit route data and completely fails to show how increased bus route miles inside the Title VI area contributes to connecting 'populations of concern' to the benefits of thousands of jobs in southern Clark County Indiana. The Bridges Project reliance on Horizon 2030 for its Purpose and Need and consideration of Alternatives is similarly invalid and no longer meets the requirements adopted by Kentucky in 603 KAR 7:060. Urbanized area transportation planning, nor the applicable requirements in 23 CFR Part 450, nor Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d, nor DOT Order 5680.1."

Two additional letters, the first, a joint letter from Mr. Paul Fetter representing No2bridgetolls.org and Mr. Shawn Reilly representing Say No To Bridge Tolls,; the second from Mr. JC Stites, representing 8664.org provided comment(s) on the project's Purpose and Need. Both letters indicated displeasure with the initial opportunity to comment on the Purpose and Need White Paper. Listed below are excerpts from their comment letters:

1. Mr. Paul Fetter, No2bridgetolls.org (Organization for a Better Southern Indiana, Inc.) and Mr. Shawn Reilly, Say No To Bridge Tolls - *"No public notice was given prior to the public meetings mentioning our ability to address the purpose and need of this project. Our comments given last comment period that did not exactly choose the three options listed, are addressing the purpose and need of the project. Build, but do not toll. All other comments received not choosing the exact options given must be accepted also as addressing the purpose and need, because that is exactly what they did. It is obvious that our community does not support this project with tolls and the public comments reflect that."*
2. Mr. JC Stites, 8664.org - *"The Public Comment process [from the Public Meeting] was misleading, because everyone believed comments should address their preferred alternative, when in reality the comment period was the public's opportunity to specifically address the project's Purpose & Need... The Purpose and Need of the project is the most critical, defining element of the project, and it needs to be revised to reflect the views of our region....less than 15% of Louisville residents want to build two new bridges."*
 - *"If an individual says the project should be divided and the East End Bridge should be built, that clearly means they feel the Purpose and Need should be changed... close to 500 of the written comments made just such a request...Every comment should be viewed as a request to eliminate the 5th and final bullet of the P&N: Locally approved transportation plans that call for two new bridges across the Ohio River and the reconstruction of the Kennedy Interchange."*
 - *"...the 2003 EIS traffic demand forecast (Table 3.6-2) for the Kennedy Bridge was grossly inflated... The premise that the 2003 Purpose and Need is still applicable, when we now know that the traffic forecasting was so wildly inflated, is completely unreasonable."*
 - *"Now we know that the 2003 EIS Two Bridge/Highway Alternative never should have met the criteria of the P&N because it was clearly too expensive to be built. This terrible decision to attempt to build two bridges in one project has caused nearly a decade of delay and no progress."*

Selected Alternatives

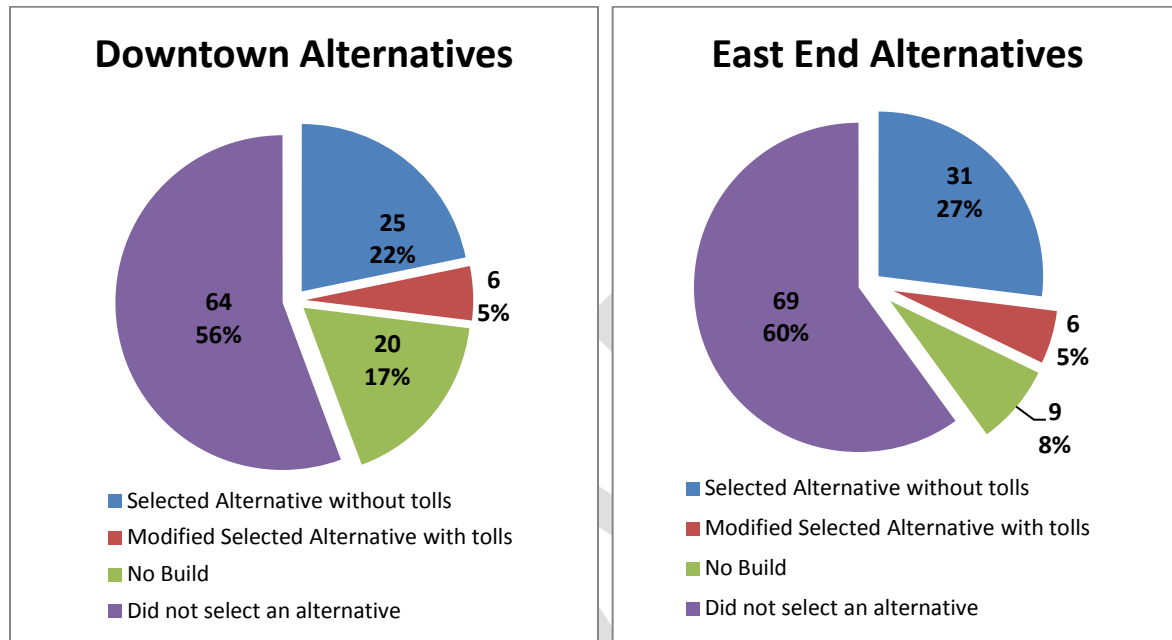
Nearly half of the comments received stated a preference on a specific alternative proposed to be evaluated in the SEIS; although they did not necessarily prefer the same alternative for both of the two bridges comprising the one project. Some commented on a preferred Downtown Bridge alternative and a different preferred East End Bridge alternative. Some commented only on one bridge alternative and not the other. Provided below is a breakdown of specific alternatives selected as a preference from the range of alternatives.

Downtown Alternatives

Fifty one respondents, 44% of all respondents, stated a preference among the Downtown Bridge alternatives listed in the range of alternatives to be evaluated in the SEIS. The comments include 25 respondents in favor of the Selected Alternative without tolls; six respondents selected the Modified Selected Alternative with tolls and 20 suggested a No Build Alternative.

East End Alternatives

Forty six (46) respondents, representing 40% of all respondents selected a preferred East End Alternative among the range of alternatives to be evaluated in the SEIS. The preferences included 31 respondents in favor of the Selected Alternative without tolls; six selected the Modified Alternative with tolls and nine preferred the No Build alternative.



Other Comments

The most common comments were not related to the Draft Alternatives Evaluation Document. This comment period provided another opportunity for the public to voice their opinion on the project. The most popular key words from the comments submitted, similar to the most popular key words from the Public Meeting comments, included No tolls and Build the East End Bridge first. Several respondents said both in a combined comment, such as: build the east end bridge first with no tolls.

A comment about considering additional cost-saving measures developed during this comment period in the form of an identical statement submitted by 20 respondents. They all submitted the following comment:

"I am in favor of building a bridge(s) project, the EIS Selected Alternative without tolls beginning with the East End Bridge. If the modified project cannot be built without tolls, other alternatives should be considered including building just the East End Bridge, eliminating the tunnel, and other cost-saving measures."

The most popular key words and combination phrases are shown in the following table:

Key Words / Combination Phrases	Number of Respondents	Percent of Respondents
No Tolls	45	39%
East End Priority	44	38%
East End Priority and no tolls	30	26%
Cost Saving Measures	20	17%
East End Priority and cost saving measures	11	10%
Mass Transit	11	10%
East End Only	11	10%
Support Project	7	6%
No Tunnel	5	4%