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Project Office: Forum Office Park III, 305 N. Hurstbourne Parkway, Suite 100, Louisville, KY 40222

April 16, 2012

BSMT Letter #0986

Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway, Rm. 264
Frankfort, KY 40601

Subject: Louisville – Southern Indiana Ohio
River Bridges Project
Big Four Bridge Bike/Pedway

Dear Mr. Sepulveda:

As recently requested by Janice Osadczuk, this letter is provided to document the decision to replace the Bike/Pedway that had been proposed as part of the FEIS Alternative on the new I-65 Ohio River Bridge crossing with the proposed facility on the Big 4.

As noted in the SFEIS, the FEIS Selected Alternative includes a 17-foot-wide bicycle/pedestrian path on the new I-65 northbound bridge that would provide cross-river access between Louisville, KY and Jeffersonville, IN. The access ramps to this path would be ADA compliant and the ramps would connect to existing and future paths. As a result, this path would be compatible with local bicycle and pedestrian plans. In order to reduce project costs, the Modified Selected Alternative was developed which includes the removal of the bicycle/pedestrian path on the new I-65 northbound bridge because the nearby Big Four Bridge, a former railroad bridge, was being developed as a new bicycle/pedestrian path. The Big Four Bridge is a separate project independent of the LSIORB Project. A FONSI was approved by FHWA for the Big Four Bridge project on October 19, 2011.

Construction in the Waterfront Park in Kentucky for the ramp approaches to the Big Four is complete. The re-decking of the Big Four began last fall and the approaches on the Indiana side were let to construction in January 2012. All construction is expected to be complete in 2013.

In comparing the two options, it has been determined that the Big Four Bridge would provide, at minimum, the same service, function, and benefits as the bicycle/pedestrian path proposed as part of the FEIS Alternative for the new I-65 northbound bridge for the following reasons:

- It provides cross-river access between Louisville, KY and Jeffersonville, IN.
- It is located less than 1,000 feet east of the bicycle/pedestrian path on the new I-65 bridge.
- It will be 22 feet wide, which is five feet wider than the bicycle/pedestrian path on the new I-65 bridge (i.e., 17 feet); thereby, providing more capacity. The only currently available bicycle or pedestrian crossing of the river is the existing Clark Memorial Bridge, which has very narrow lanes and requires



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bicyclists to share the roadway. The Clarke Memorial Bridge is approximately one mile from the Big Four Bridge; therefore the Big Four is in closer proximity to the new Bridge Crossing and thus a more direct replacement.

- It will be ADA compliant.
- It will connect with existing and future paths proposed, including the Louisville Loop, and is compatible with both the Louisville Metro Bike Master Plan and the Ohio River Greenway Plan for New Albany, Clarksville, and Jeffersonville.

The removal of the bicycle/pedestrian path on the new I-65 northbound bridge reduces impacts to the waterfront parks on both sides of the river and reduces the overall cost of the Louisville – Southern Indiana Ohio River Bridges Project.

If you have any questions regarding this memo, please advise.

Sincerely,



Ron Heustis
Project Manager, INDOT



Gary Valentine
Project Manager, KYTC