

Louisville-Southern Indiana Ohio River Bridges Project
Jefferson County, Kentucky and Clark County, Indiana

Supplemental Final Environmental Impact Statement and Section 4(f) Evaluation
Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

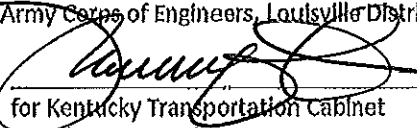
by the
U.S. Department of Transportation
Federal Highway Administration (FHWA)
and
Kentucky Transportation Cabinet (KYTC)
and
Indiana Department of Transportation (INDOT)

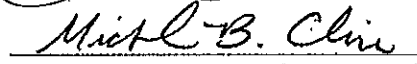
Cooperating Agencies : U.S. Coast Guard, Eighth District
U.S. Army Corps of Engineers, Louisville District

4-20-12
Date of Approval

4-19-12
Date of Approval

4-20-12
Date of Approval


for Kentucky Transportation Cabinet


for Indiana Department of Transportation


Jose Sepulveda, Division Administrator

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On April 8, 2003, a Final Environmental Impact Statement (FEIS) was prepared for the Louisville - Southern Indiana Ohio River Bridges Project. This was followed by a Record of Decision on September 6, 2003. The preferred alternative as described in the 2003 FEIS provides the improvement of cross-river mobility between Jefferson County, Kentucky, and Clark County, Indiana. The preferred alternative is a two bridges/highway alternative. It provides for a new Ohio River Bridge between Louisville, KY and Jeffersonville, IN immediately upstream and adjacent to the existing I-65 and for a second new Ohio River Bridge, approximately 8 miles upstream of the existing I-65 crossing, which provides connections in the eastern part of Jefferson and Clark Counties between KY 841 (Gene Snyder Freeway) in Kentucky and SR 265 in Indiana. The preferred alternative also provides for the reconstruction of the Kennedy Interchange (Interstates I-65, I-64, and I-71) near Downtown Louisville and the approaches in Jeffersonville to the new Ohio River Bridge.

On February 15, 2011, a Notice was placed in the *Federal Register* establishing that a Supplemental Environmental Impact Statement (SEIS) would be prepared for the project. This Supplemental FEIS provides a discussion of new circumstances or relevant information to environmental concerns that have risen since completion of the 2003 FEIS. This document discusses modifications that have occurred in the basic design, effects associated with consideration of tolling as a financing mechanism, and environmental elements that have changed because of the passage of time since the completion of the original EIS. The preferred alternative is the Modified Selected Alternative.

The Federal Highway Administration will complete and sign a Record of Decision no sooner than 30 days after publication of the notice for this document in the *Federal Register*.