



Entry ID	Name1	Comment	Web ID
39	AccuGen DNA Service (Jim Rippy)	Tolls on the bridges will have an adverse impact on my business in which I have to cross over to Indiana several times a day. As a small business I cannot afford this. Why are you missing an obvious simpler cheaper solution of only building an East end bridge to take the load off the existing bridges? We do not need the downtown bridge...	D.19 C.24 6
135	Albrink, Frederick	As you consider the environmental impact of this project please be sure to account for pedestrians and bicyclists. Crosswalks are dangerous for people on foot and impractical for cyclists. You mention the European aspect of the proposals, however in Europe there are separate bridges and tunnels for people not in motorized vehicles. I strongly urge that you incorporate safe means for cyclists and pedestrians to get past the highways and the interchanges of this project.	D.27 71
40	Anderson, Cheryl	I am against tolling. I live in Southern Indiana and work in Louisville. I am taxed enough by my own county of residence, and Jefferson county. I do not make enough money to survive yet ANOTHER tax. I love living and working in the Louisville metro area, but why would you ever want to add another impediment for me to get to and from work? I am a taxpayer here, I spend money here. I can not afford to live and work in this community if I have to pay a toll just to travel to and from work every day! That is ludicrous. Bridge tolls will harm the local economy that we have worked so hard to build. I can't believe that this is still the best idea anyone has. No one I have spoken to is in favor of tolls. Not one person. Our voices must be heard.	D.19 7
17	Ballew, Teresa	I want the East End Bridge built WITHOUT TOLLING. REPEAT--EAST END BRIDGE, NO TOLLS!	C.11 23
141	Barzee, Edward	Please do not expand I-64 and ruin the beautiful riverfront!	N.3 77
151	Baugh, Christina	I do not feel that a toll should be on all 4 bridges. It is a huge burden for Indiana businesses. I don't like the idea of a toll at all, but if a toll is the answer for KY, to fund the bridges project, then they should stick a toll on the new downtown bridge only (as Indiana is already paying for the East End Bridge)... The other bridges have already been paid for! We should not have to pay for them again!!! People will ultimately use which ever bridge is more convenient!	C.12 86

Entry ID	Name1	Comment	Web ID
47	Bingham, Edith	Dear Mr. Sacksteder: We have crossed these bridges before. It is unfair, outrageous, unbalanced planning to toll existing, paid/for bridges. While it would be preferable to eliminate the need for tolling on the EE bridge, including a tunnel for debatable reasons requires a far more expensive contruction plan. BAD...Either no toll or a lesser toll would be far wiser. Why not change the design for a fly over US 42 that would impact only a few residents As for tolling existing bridges, no sane person can support this, and its negative economic impact is already happening and predictable. Maybe the default position is to fix 1-65 and add one or two less expensive local commuter bridges....this is done in many cities in US and abroad. Why are we so hard headed and costly... More bridge and traffic and exits at our waterfront will kill the economic engine our city needs for tax income associated with the arena and redeveloping areas in the downtown plus any future infrastructure investment....what do you think of a broke city with a lot of bridges in 2030???Louisville is still operation and thinking in OLD planning concepts and language. Look around.....Fixing is a dirty,useless word. Sensibe planning without draining and damaging our resources is essential. Public Hearing Form 12/19/2011: Dear Mr. Sacksteder, We have corresponded before. I still think EE Bridge must be built first-- maybe w tolls-- and hold Ind. Downtown bridge until some improvements are redesigned w Spahetti Junction without new bridge. No new bridges into downtown Louisville. Thanks. Please forward "Construction Options Appendix at US 42 and the Drummenard Estate Historic District" 2011 Hard copy please -- Thanks ESB Letter dated January 2, 2012 Subject: Proposed Delisting of Drumanard Property. Jefferson County Lindy Casebier, KHC, State Historic Preservation Office Carol Schull, NRHP, National Park Service Governor Steve Beshear, Commonwealth of Kentucky John Sacksteder, Cominunity Transportation Solutions, Louisville, KY Dear Sirs and Madam: January 2, 2012 On December 19 in Indiana I attended the last public meeting to review changes and proposed work regarding the LSIORBP. I studied and discussed in some detail with engineers present the proposals for the East End Bridge route from US 42 to connect with the bridge on the KY side of the Ohio River. Three construction options are under consideration. I have reviewed the SDEIS Appendices D.5-D.7 regarding Construction Options at US 42 and the	14 C.11 C.12 C.28 C.20 C.21 C.24

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47		Drumanard Estate Historic District. These documents indicate that the Ohio River Bridges Project Team has examined each current option with regard to the Historic Register status and impacts upon the Drumanard property as well as the impacts on other affected areas on the selected approach to the bridge, slightly less than one mile. I have had correspondence with the KY Transportation Cabinet in the past year concerning alternatives to the tunnel, which is such a costly portion of the East End Bridge. I do not know what construction alternatives will be discussed with the public and if other solutions will be considered at this stage. A very informative chart (P. 10 in the document mentioned above) comparing the impact on 15 different resources of the three construction options being considered. To my surprise, the "bored shaft" or tunnel has the lowest impact on the surroundings. The drilling intensity is governed at the lowest .2 level, least damaging. The amount of material removed is less than an open cut (surface material removal to establish needed grade) and the cut and cover option which falls in between in impact. The tunnel (bore) demonstrates as the least disturbing to the historic property. The documentation indicates that the portion of the Drumanard property, to the north, in the path of the current approach, is mostly wooded (see discussion of this in Attachment C, Appendix III) and the documentation further states that there is no evidence of Olmsted design in the wooded area, formerly a pasture, and thence no reason for that portion of the property to be listed on the National Register of Historic Places. I agree with the documentation and would be in favor of delisting the back portion of the property. Unless a construction option to abandon the tunnel is taken, the surface land will be largely undisturbed. Perhaps that portion could be placed in a conservation easement after construction. The very recent public decision to divide the entire project and the construction of the East End Bridge and approach will be undertaken by the State of Indiana introduces some flexibility and perhaps different decisions in the future. The recorded history of listing, delisting and relisting of the Drumanard property is a public record of the owners' and historians' ambivalence and difficulty with evidence. These obstacles were important to overcome because the listing of the property within the Country Estates of River Road Historic District gave it protection and could influence the selection of the route selected for the crossing location of the proposed bridge. Even with weak evidence surviving of Olmsted Brothers execution of design ideas proposed in correspondence in the early 1900's, the property lay in the proposed path of the East End Bridge. The listing required studies of impact not only on this property and its 1930's residence, but impact on many neighbors opposed to the construction of the East End Bridge. As familiar with the locations and a fairly near neighbor and owner of a property included in the Country Estates of River Road Historic District, I have followed these matters for at least 10 years, attended many public hearings and participated in general discussions and personal correspondence with the KYTC and the Bridges Project managers. As a	14

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47		compromise to heady arguments, I would suggest keep listed on the NR CERR District the portion of Drumanard property that surrounds the entrance, residence and rear garden area, although perhaps as a later marginal historic example, and delist the northern portion lying on the route of the bridge approach. Please excuse this lengthy letter, but this project has generated a long history, and there are many citizens bitter and discouraged by the obstacles that have been placed frequently in the path of more open, logical, democratically directed actions. Sincerely, Edith S. Bingham (not signed and emailed to ensure receipt by Jan 6, 2012) National Trust national honor recipient Metro Louisville Individual Landmarks Review Commission Cc: Matthew Banton, Ohio River Bridges Project Office	E.3 14
20	Blanchard, Jeff	Adding another bridge downtown will largely serve to compound traffic problems, not alleviate them. The bulk of our present traffic is due to design problems -- including the lack of an upstream passage, ie= the 'east end bridge' -- not capacity problems. A 3rd bridge where we already have two will result in incurred traffic. Please consider the value and design improvement of modest changes to the downtown interchange, while building a new bridge to complete I-265.	C.22 C.24 26
51	Booker, Teejan	Please get the new bridge built. The stress of trying to get to work and home on the two remaining bridges is taking a toll. Also if you were to have any type of emergency at home you can not count on getting there in a timely basis. I don't look forward to when the snow and ice comes as the commute is already a nightmare and this will only make it worse. Most anyone using the bridges to get to work would gladly pay the tows if necessary in order to get one or two new bridges built. We have already had an incident where the a second bridge was closed and we only had one bridge to drive home on. The bridge project started many years ago and we could have had the east end bridge nearly finished by now. Please try to get this project going for the safety and mental health of the people that use the bridges. I can't tell you how many hours of sleep I have missed in order to get up early enough to be able to get to work on time. Americans already are sleep deprived and we can't afford to lose more sleep - that in itself can cause accidents. Stop all the stammering and build the bridge! This is causing businesses to suffer and will end up costing jobs and we already have a shortage of jobs in this country. If I were traveling and knew the situation with our Bridges, I would avoid this area altogether and go way out of my way to get around it. This also causes loss revenue. Please listen to the people and lets take action immediately. Thank you.	C.13 C.25 43

Entry ID	Name1	Comment	Web ID
140	Borns, Karl	Please cut the cost in half for this project by only building the East End Bridge. If we are truly trying to save money then I suggest that we put the downtown bridge on hold until such a time as the funds are available. We need the East End Bridge for certain, but the second 65 bridge while nice won't be as needed once the Sherman-Minton is repaired and East End Bridge is built. Please take the time to consider that we do not need to build all of this now. If we take half of it then we can work on a more reasonable pace to build the next bridge that the community needs. I only support building the East End Bridge and having it 6 lanes. I do not support building the second 65 bridge at this time.	C.11 C.24 C.8 76
35	Bowman, Brandon	You people are stupid. The decisions you are making are stupid and are the kind of decisions that got us in this situation in the first place. Are you from mars? This city is growing so make are streets bigger. Why would u make 1 lane lead to 3 expressways? Why would you go from 6 lanes to 4 in the busy busy east end? To save money? What's the point? All that is gonna do is cause more congestion. This is hard to write in an email, but I am ashamed to call you people making stupid, stupid, stupid decisions my "leaders".	C.23 C.8 41
29	Brooks, John	In regard to the latest revision of the plan to construct the bridge needed to complete I-265, it is my opinion, the reconstruction of the debacle of I-65, I-64 and I-71 merging should not be included in the bridge project. The reason for debacle can be placed solely in the lap of those in city of Louisville government (elected and appointed) who demand all traffic be funneled into the downtown. Also, once I-265 is completed, and travelers can avoid downtown Louisville, there will be a significant reduction in traffic on the I-65 bridge, negating the need for another bridge in the downtown. If anywhere, an additional bridge would better serve the area to complete I-265 in the west. It is my suggestion Gasoline Taxes paid to the federal government be used solely for the completion of I-265 in the east with a 6 lane bridge and any costs for the downtown debacle be tolled. The 50+ year history of downtown Louisville interests stopping the east end bridge must end.	C.22 C.24 C.31 C.8 35

Entry ID	Name1	Comment	Web ID
74	Broughton, David	To whom it may concern, I am a lifelong resident of Charlestown, Indiana. I was born in 1960, so I don't remember the building of the I-65 Kennedy Bridge or the I-64 Sherman Minton Bridge, but during my lifetime I've witnessed the need for another. From 1992-1997 I drove 30 miles one way to work just off of Hourstbourne Lane in Kentucky. The only option I had was to take I-65S to I-64E. From 1997-2003 I drove to downtown Louisville to work using I-65. From 2004-2008 I drove to downtown Louisville using mainly the 2nd Street and I-65 Bridges. I can state with great confidence that during those years I saw an increase of traffic needing to use the right hand lane on I-65 to maneuver to the east end from approx. 25% to 40%. That being said, I believe only one bridge is needed, and that would be the proposed East End Bridge, which would connect Lee Hamilton Hwy to Gene Snyder Hwy. This move alone would save the federal, state, local governments, as well as the taxpayers, more than enough money to build the bridge and revamp Spaghetti Junction, if necessary. I do not feel another downtown bridge will benefit the area. If the east end bridge is built correctly, and the junction revamped correctly, if applicable, these changes will more than meet the need of our ever growing region. I also do not feel the local residents should have to bear the burden of a proposed toll. I have no problem with a toll, as long as it is paid for by non-residents using the bridge. Bottom line, I want what is best for the whole region. Respectfully, David M. Broughton	C.24 D.19 D.20 C.14
80	Brown, Donna	I am against any tolls on I65 for upcoming bridge projects. Indiana has suffered enough with the unnecessary closing of the Sherman Minton Bridge for 4 mths. When does it end! Enough burden has been put on IN residents who are just trying to get to their jobs to pay taxes for such projects. We have paid for the Kennedy bridge. It should, and probably is, illegal to have us pay for it again. If the traffic flow ever gets back to normal, we certainly don't need to slow it down again, so people can put their coins in the toll basket. If we hadn't wasted so much money on surveys, and hadn't lost funding due to wasted time, then they probably would've had enough money and the bridges could be finished. We have too many people put in positions of power who can't make the right decisions for working people these days.	D.19 C.12 C.16

Entry ID	Name1	Comment	Web ID	
38	Busch, Jim	sir/madam, the fact that the federal government has given it's blessing to the revised, i.e. downsized, bridges plan is no consolation to me because they will not be paying for it. we the taxpayers and users of the bridge(s) will be paying for it. it is foolish to reduce the east end bridge to 4 lanes with no bike or pedestrian access. those changes will render the bridge and the money spent on it as useless and a waste of resources. It is just as foolish to build a tunnel underneath the Drumanard estate. that property is owned by a corporation and is rarely used. if this bridge were being built anywhere else it would abut the structures and the public would save some money. nix the tunnel (the state or county should just buy the property and save a 100 million dollars or so) and keep the east end bridge as a viable alternative to the downtown river crossing. i believe the project should be divided into it's parts; east end bridge, spaghetti junction and downtown bridge. each should be built separately with the east end bridge being first. once the full sized east end bridge is completed and we have realized the benefits then we can as a community decide what else is needed, if anything. additionally i think attempting to correct the mistake of converging 3 interstate highways into a pinch point (a downtown river crossing) is just plain stupid. we can cover our river front with concrete and it will not fix that mistake. we should de-link I-64 and I-71 from the downtown I-65 interchange. this would require feed through traffic to use the outer beltway, I-265. hazardous cargo would be required to use the I-64/I-71 crossing (without a tunnel) that connects I-265 in Ky and In. This is a public safety issue, hazardous cargo should not be transported through densely populated residential areas. thanks for your time, jim busch	C.8 C.26 C.11 C.23	5
11	Butcher, Doug	Please move forward with this project. This is vital to the economic engine of Kentucky. Kentucky and Indiana need to make this investment so that the rest of the state can benefit from the future developments that will take place. This is important for the future of Kentucky and Indiana and will assist the economy with not only the immediate construction of the project, but the development by private investors who typically will follow. Please eliminate the delays in this project and move forward for the good of the community. Sincerely, Doug Butcher	C.25	17
30	Cain, Terry	I live in southern Indiana. Work in Louisville, KY. Though I will be retired by the time bridges are built, I am against any type of toll for local travel. If tolls must be placed on project, toll only trucks as they are the heavier vehicle and will surely, over time do much more damage to roads and bridges.	C.11 C.14	36

Entry ID	Name1	Comment		Web ID
146	Casper, Cynthia	From Web 1/5/12: I am totally opposed to having to pay tolls on any of the bridges. This is unfair to the people and businesses of Southern Indiana! I have daughters that attend high school in Louisville and am across the bridge sometimes as much as six times a day. Family is there, shopping is there. Louisvillians who want to come to In. will think twice about it and will surely hurt our business. Please think again! From Email 1/5/12: I have stated many many times the unfairness of the tolls to Southern Indiana! I have twin daughters that attend high school in Louisville and am across the bridge as much as six times a day. My family is there, shopping is there, doctors are there! Louisianans will think twice before coming over to Indiana to visit our businesses. Please find another answer!! Sincerely, Cynthia Casper Jeffersonville, IN.	D.19	81
50	Cavanaugh, Jeff	We cannot afford even the revised plan; tolls will hurt this economy. The recent Sherman Minton debacle shows we do need new bridges, but capacity on the Kennedy is sufficient to handle normal loads for the foreseeable future. We need to abandon the downtown bridge, Spaghetti Junction rework, and the Drumanard tunnel; delist the Drumanard estate and build the East End bridge with a surface approach. This project would be far cheaper, would not require tolls, and would solve the cross-river mobility problems that Kentuckiana currently faces.	D.19 C.24, C.26 E.3	42
45	Clapp, Jerry	I agree that tolls will hurt business. I feel that the reduced size of the east end bridge is a mistake only to be recognized in the future. If the east end bridge is to be only two lane North & South then semi trucks should be required to use it. For businesses or individuals that make numerous trip a toll will be devastating. They should be allow to purchase a yearly pass for little cost and the business should be allowed multiple users for a nominal fee. We are not hearing anything about when the tolls will end if put into place.	C.8 D.20	12
76	Clark, James	From Website: I have no problem with modest tolls on the new bridges. I would like to see a "frequent flyer" discount. From Website Contact Form: I realize that it is early on to ask this question but I have a transponder on my vehicle used to pay tolls in the Chicago area. This also works in IN OH PA and several other states. Are there plans to make tolling on the new river bridges compatable with these neighboring areas?	C.14 D.20 D.20	60
57	Crago, Jason	I truly believe an east end only solution would meet the immediate needs of this area. But in the interest of avoiding further delay, I can and will support the current alternative plan.	C.24 B.1	49

31	Davis, Raymond	To:	37
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Attend these public meetings:

December 19, 2011  
 4:00-8:00 p.m.  
 Papa John's Cardinal Stadium  
 Brown & Williamson Club  
 2800 S. Floyd St., Gate 6  
 Louisville, KY

December 20, 2011  
 4:00-8:00 p.m.  
 Holiday Inn Lakeview  
 505 Marriott Drive  
 Clarksville, IN  
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Why is tolling still part of the Ohio River Bridges Project?

One reason is the East End approach is too expensive.

The East End approach (the road to the East End Bridge) alone is \$798 million. That is about \$100,000 a foot! The East End Bridge, which crosses the Ohio River and Indiana's approach combined are \$558

Entry ID	Name1	Comment	Web ID
31		million. The East End Bridge and Indiana's approach are \$240 million less than a 1.4 mile stretch of road on the Kentucky side? How has that happened? River Fields and the Kentucky Heritage Council These two organizations have worked together from the beginning to keep an East End Bridge from becoming a reality. These two have manipulated the East End approach part of this project using their influence to drive up project cost in effort to make it unaffordable. River Fields has a lawsuit against the East End Bridge. If we want a bridges project our community can afford, then we need to encourage serious reductions to the East End approach. This approach is nearly three times the amount of the bridge. This approach could be reduced over \$500 million. "I do not believe my voice and opposition to tolls has been heard because of bureaucratic process and disinformation by the Bridges Project Team. My position remains: No tolls-build what we can afford beginning with the East End Bridge." NO TOLLS ON ANY BRIDGE None of the tolling options are acceptable. I am in favor of building a bridge project that can be built without tolls beginning with the East End Bridge. If the modified project cannot be built without tolls, other alternatives should be considered including, eliminating the tunnel, building just the East End Bridge, and other cost-saving measures. The Sherman Minton Bridge closure should not be used as an excuse to implement tolling. I support improving the infrastructure. Spending more than we have is why America is in financial trouble. Build what we can afford and start with the East End Bridge. Do not finance with tolls! Tolling will be a new "Hoosier tax" (cost of being a Hoosier) in this river city community. Southern Indiana is part of the complete Louisville Metro Area, representing about 1/8 of the population, yet absorbing 80% of the tolling. Tolls will have a disproportionate impact on Southern Indiana as 40,000 Hoosiers commute to Louisville on a daily basis. Almost all Hoosiers have to travel to Louisville, very few Kentuckians have to travel to Indiana. This will take \$50 million a year out of our Southern Indiana economy annually in tolls alone. We should not think that tolling solves problems, when in reality tolling	37

C.11

D.19

Entry ID	Name1	Comment	Web ID
31		has resulted in so many problems. We should not allow tolling to take place. Keep reading to see examples of the many, many problems that have resulted from tolling: Toll Bridge Problems in the News Audit: Grand Isle toll bridge system fraught with problems A toll-collection system in south Louisiana is riddled with problems and may take \$10 million to replace, the legislative auditor said. http://www.2theadvocate.com/news/112586279.html Tacoma Narrows bridge tolling contractor has had problems in other states Thousands of bridge toll violations arrive in mailboxes, touching off a public uproar among residents who say they don't deserve the fines. http://www.thenewstribune.com/2011/06/12/1702662/tolling-contractor-has-had-problems.html Florida Toll Bridge Agency in Dire Straits The authority is the second toll agency in the Southeast that is in severe financial trouble. http://www.bondbuyer.com/issues/119_408/florida-toll-bridge-agency-1016207-1.html Toll bridge threatened by bankruptcy ...unless some sort of miracle happens soon, the bridge is going to default on its debts and its ownership will be snatched from the Santa Rosa Bay Bridge Authority. http://www.nwfdailynews.com/articles/bridge-37323-bay-rosa.html La 1 toll bridge has collections issues A \$161 million toll bridge in far south Louisiana, which is embroiled in new controversy, has been plagued with troubles since it was authorized in 2005. http://www.2theadvocate.com/blogs/politicsblog/113945909.html What's behind the Delaware River Joint Toll Bridge Commission's sudden toll increase plan? Should the toll bridge commission, to secure its surplus, be raising car tolls 33 percent and hitting truckers harder with gas prices nearing \$4 a gallon? http://www.lehighvalleylive.com/tony-rhodin/index.ssf/2011/05/the_morning_note_whats_behind.html Audit of New Orleans toll bridges unveils problems According to the Louisiana Legislative Auditor, the electronic toll system used on the bridges does not work properly... http://www.intheknowla.com/voiceology/headline-news/1460-audit-of-new-orleans-toll-bridges-unveils-problems.html E-toll problems on Carquinez bridge CA Electronic tolling is getting a bad name in the Bay area. http://www.tollroadsnews.com/node/1922	37

C.16
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and
D.20
part

Consultants handling Seattle bridge tolling have history of problems
Listen to this story from Cindy Christianson of Minneapolis, Minnesota:
After she got a notice in the mail she owed \$104 to the Illinois Toll Road Authority - a state she hadn't visited in years.
<http://www.king5.com/news/local/Tolling-company-hired-by-WSDOT-has-history-of-problems-123781509.html>

C.16
part
and
D.20
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Ron Angle wants resolution to abolish Delaware River Joint Toll Bridge Commission
Northampton County Councilman Ron Angle has some words for the Delaware River Joint Toll Bridge Commission: See ya!...
...a New Jersey state legislator said he plans to submit legislation today to abolish the commission following Monday's vote to increase bridge tolls.
http://www.lehighvalleylive.com/northampton-county/index.ssf/2011/05/northampton_county_councilman_4.html

Delaware River Bridge Tolls Increase July 1st
The toll jumps from \$4 to \$5 to use the Walt Whitman, Ben Franklin, Commodore Barry and Betsy Ross Bridges.
<http://philadelphia.cbslocal.com/2011/05/18/105557/>

From Good Intentions to Common Corruption
According to Dyble, a large portion of bridge toll revenue went to lobbying, including a major campaign to stop rapid transit, which might cut into toll profits. It also went to fund lavish parties, tours of Europe and a fleet of Cadillacs for Golden Gate Bridge and Highway District officials....
...The Golden Gate Bridge and Highway District initially denied Dyble's request to access its archives: "They told me to go away."
http://uscnews.usc.edu/politics_society/from_good_intentions_to_common_corruption.html

Delaware River Joint Toll Bridge Commission approval of hike without public input 'outrageous,' legislators say
New Jersey State Sen. Michael Doherty said it's "outrageous" that the Delaware River Joint Toll Bridge Commission approved a rate change Monday without first giving members of the public an opportunity to weigh in on the plan.
http://www.lehighvalleylive.com/today/index.ssf/2011/05/post_62.html

Toll Roads, Bridges Targeted for MAJOR FARE HIKES – FoxNews.com
Travelers and commuters feeling the pain at the pump should prepare for another financial hit — at the tolls.
...the state plans to jack up the Chesapeake Bay Bridge toll from \$2.50 to \$8 by summer 2013.
<http://sroblog.com/2011/06/18/toll-roads-bridges-targeted-for-major-fare-hikes-foxnews-com/>

Transportation officials say ICC is not to blame for toll hikes

Entry ID	Name1	Comment	Web ID
31		Large increases in tolls on Maryland's bridges and tunnels were proposed last week, but Transportation Secretary Beverley Swaim-Staley said angry motorists should not be directing their blame at the new Intercounty Connector. They should look around at the state's other toll roads, bridges and tunnels... http://marylandreporter.com/2011/05/15/transportation-officials-say-icc-is-not-to-blame-for-toll-hikes/ M.T.A. Approves Bridge and Tunnel Toll Increases Drivers who pay cash to traverse many of the region's major tunnels and bridges will pay significantly more by the end of this year, while E-ZPass users will see more modest increases, as the Metropolitan Transportation Authority on Wednesday approved the final stage of this year's big toll and fare increases. http://cityroom.blogs.nytimes.com/2010/10/27/m-t-a-approves-bridge-and-tunnel-toll-increases/ US: Foreign Companies Buy U.S. Roads, Bridges Roads and bridges built by U.S. taxpayers are starting to be sold off, and so far foreign-owned companies are doing the buying. On a single day in June, an Australian-Spanish partnership paid \$3.8 billion to lease the Indiana Toll Road. An Australian company bought a 99-year lease on Virginia's Pocahontas Parkway, and Texas officials decided to let a Spanish-American partnership build and run a toll road from Austin to Seguin for 50 years. http://www.corpwatch.org/article.php?id=13909 Port Authority proposes 25 percent toll increase on bridges, tunnels Goethals and Bayonne bridges, Outerbridge Crossing would be \$8 for cash payers if approved http://www.silive.com/news/index.ssf/2011/06/post_238/2039/comments-newest-3.html Anti-toll group sends petition to U.S. Dept. of Transportation The grassroots Say No To Bridge Tolls (SNTBT) group has gathered more than 10,000 signatures in an effort to petition the federal government to stop — please god, stop — the prospect of using tolls to pay for the \$4.1 billion Ohio River Bridges Project. http://fatlip.leowebweekly.com/2010/11/23/anti-toll-group-sends-petition-to-u-s-dept-of-transportation/ Related: Report: Indiana Toll Road operator may default ...The apparent financial difficulties have come about despite dramatic hikes in tolls since the 157-mile road was leased to a private consortium backed by Spain-based conglomerate Cintra and Australia-based Macquarie in June 2006. Tolls for cars driving the length of the road are now \$8.80 as compared to \$4.65 when the lease was signed. Tolls for large semitrailer trucks	C.16 part and D.20 part

Entry ID	Name1	Comment	Web ID
31		are now \$35.20, as compared to \$18 when the lease was signed. Tolls are scheduled for another increase July 1.... http://www.nwitimes.com/business/local/article_9f320f01-4eed-5633-877a-f01cc7a7060e.html //////////////////////////////////// There are many questions about this idea (E-Z Pass or similar system): - The pay-toll-by-mail-or-credit-card system involves private businesses collecting the name, home address, phone number, social security number perhaps, credit card number, auto registration details, and more, from the owners (not necessarily the drivers) of cars that cross the bridge. - Police no longer need Probable Cause to check those papers because they can do it from their car, without a court order, by computer. But the private bridge business administrators have no police authority and are not deputized, yet will do that search (without Probable Cause, as if that matters) anyway. Ordinary citizens or even un-authorized government employees cannot go that far into Motor Vehicle records and the personal information they contain. - Many, for understandable reasons, do not want any persons (including, or especially, corporate "persons") being able to trace their name and address just by checking license plate numbers. - What absolute assurances, enforced by what penalties, are there to forbid the use of private information for anything except toll collection? - What penalties would there be if the information was used for commercial purposes for, say, advertising tourist or automotive services? What about using it to enforce auto insurance patronage or to find parking ticket scofflaws or those in default of alimony or student loan payments, or on and on? Can the info be used to find immigrants, Mexican or Irish or etc., who've over-stayed their visas? Will Homeland Security use this to monitor road travels of those on "no fly" lists or whatnot? Will opponents of this idea be branded "pro-terrorism"? Of course. - If the toll for cars is to be a dollar, or two dollars, (it's not settled) that fee is increased not only by the 44 cent (for now) stamp needed to mail the toll payment (unless done by revealing credit card info to this private business on-line), but also there may be an added "administrative fee"...how much, not known...for those who don't use E-Z Pass. - Yes, there may be a penalty for not patronizing E-Z Pass, a private business, not part of any public highway department or other agency. To restate...public government officials will penalize drivers for not contributing to the profits of a private business.... - Does this camera-toll system have reciprocal agreements with motor vehicle departments in every state and every Province of Canada? Will all those states and Provinces do this info retrieval for free? - Tourists and others may be away from their home address for months and months...perhaps entire semesters at school....perhaps as "snowbirds" off to un-oiled beaches in Florida. How can people pay without having to go home to find the bill in the mail? What will be the penalty if the bill is months late? How soon must the bill be paid?	37

C.16
part
and
D.20
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Entry ID	Name1	Comment	Web ID	
31		Will Private Collection Agencies be used? Will one's credit rating be affected? - Many people drive others' cars.....parents', boyfriends', etc. This toll-bill-mailing system then requires the car owner (who may or not be home for months, perhaps being away for the winter) to forward the bill to the driver thus increasing the chances of it being lost in the mail or overlooked. - A car owner, not the driver, will have to prove innocence for not driving across that bridge and not paying a toll bill. The bridge administrators will not have to prove guilt. This is Napoleonic Law...not part of the US legal system. In fact, that is contrary to the US justice system. It's like Salem witch trials. Can you prove that you didn't cause that hail storm that wiped out the crops? Good luck. - As for rental cars, rental business will be hit with the added task of either forwarding the bill to the renter, or somehow adding that toll fee to the renter's credit card...that is, IF the renter is even still using the same credit card. It isn't likely that Rental firms will do this chore for free...thus effectively raising the bridge toll even more...perhaps many times the cost of the base toll. - Shipping and other delivery firms will simply add the toll costs to bills of every customer, even those who don't use the bridge or who don't even drive. - Will it be the state that will do the billing enforcement (at public expense) for the private bridge business? - How much of the toll goes to cover the cost of mailing the bills to tens of thousands of people (the non-EZ Pass travelers) each day? That's millions of notices a year.... - Will there be a sign informing motorists where to send the payment so they don't have to rely on the mail to make the transaction? Will addressed, pre-paid return envelopes be made available for that? - Will there be adequate signage well before the bridge, before the last exit, to warn drivers that they will have their license plate photographed and the bill sent to address of registration, and with advice about how to avoid that if they wish? - For economic reasons or privacy concerns or whatever reason, many will take side roads to an alternate bridge. Has there been an Environmental Impact Statement concerning what this extra traffic will do to side road air and water? Do local highway engineers and residents approve of this inevitable extra traffic, noise and exhaust? Have they had any say in this plan? Raymond Davis Jeffersonville, IN 47130	C.16 part and D.20 part C.19	37
184	Dolack, Brian	The current amount of money being spent on the east bridge project is absurd. The Drumanard Tunnell is a joke. Hopefully Mayor Fisher and the Indiana Gov't have enough sense to see how important an east end bridge is. While we are spending all this money, wouldn't it be prudent to see what the economic impact would be WITH an east end bridge. I will vote for the bridge, JUST BUILD THE BRIDGE!!!!!!	C.26 C.25	103

Entry ID	Name1	Comment	Web ID
88	Dorrah, Paul	From E-mail: Mr. Sacksteder, I am trying to understand the Revenue Estimates for the LSIORB project. I have reviewed the October 17, 2011 letter from Tim Sorenson to Gary Valentine. This letter is included in the Appendix folder on the Ohio River Bridges website. The document reference is : G.5 Draft Revenue Estimates and Indicative Financial Capacity. Mr. Sorenson's letter addresses the SEIS Modified Selected Alternative Tolloed Scenario. Table 2 on page 4 of his letter shows the Net Revenue Stream expected from the project. For each year, figures are shown for Gross Revenue, Tolling & Roadway O&M and Net Revenue. I have also reviewed the Wilbur Smith Associates (WSA) Traffic Analysis documents in conjunction with various assumptions in Mr.Sorenson's letter. I am having trouble combining the WSA documents with Mr. Sorenson's letter to arrive at the year by year figures in Table 2. Can you (or Mr. Sorenson) provide the detail calculations behind each of the figures (Gross Revenue, Tolling & Roadway O&M and Net Revenue) for each year? Or, perhaps there is a document on the website that already shows the underlying computations. If so, please direct me to that document. I did spend quite a bit of time looking for such a document prior to sending you this request. Thank you and all the folks behind the scenes that are working so hard to make the Ohio River Bridges project a reality. Best regards, Paul A. Dorroh 6913 Fallen Leaf Circle Louisville KY 40241	99

Entry ID	Name1	Comment	Web ID
88		502 407 9635 Reply to initial responses: Mr Sacksteder, Thank you for forwarding my questions about the Revenue Analysis to Tim Sorenson. He has been very helpful (and patient!) in answering my questions. He was unable to answer a question regarding the ORT Construction Costs. His revenue analysis contained the following: "ORT System Capital Costs and civil related costs are not part of the estimate." His response also indicated that he does not have those figures. My questions: 1. What is the estimated total dollar amount of ORT System Capital Costs and civil related costs? 2. Is there a document on your (or the Bridges Authority website) that provides the supporting detail for these costs? If not, may I review the document at your offices on Hurstbourne Lane? Thanks for you help. From Letter: January 9, 2012 John Sacksteder, Project Manager Community Transportation Solutions 305 North Hurstbourne Parkway, Suite 100 Louisville, KY 40222 Dear Mr. Sacksteder: Thanks to you and your team for your collective efforts on the Ohio River Bridges Project. Your work is incredibly important to our community and I sincerely appreciate the opportunity to offer comments on the Supplemental Draft Environmental Impact Statement (SDEIS). My comments are in regard to the October 17, 2011 letter from Tim Sorenson, P.E., Wilbur Smith Associates to Gary Valentine, P. E., Kentucky Transportation Cabinet Project Manager for the Ohio River Bridges Project. Mr. Sorenson's letter concludes with the statement that an estimated \$850 million to \$1.1 billion could be available to finance construction. The projected Revenue Stream figures supporting that conclusion are shown on pages 4 & 5 of his letter. I believe the projections show a	99

Entry ID	Name1	Comment	Web ID
88		"high side" scenario in terms of potential tolling revenue. This leads to a "high side" projection of indicative financing capacity. SDEIS "high side" scenario The Year 2023 projected annual Gross Revenue is \$151 million and projected annual Net Revenue is \$130 million. Each year thereafter shows a significant revenue increase. Borrowing \$1 billion in today's economic environment will likely result in annual debt service of under \$75 million. If so, the "high side" scenario projects Net Revenue that seems to far exceed debt service coverage, required operations & maintenance, and other costs. The projected Net Revenue Stream for the first 35 years of operations shows almost \$8 of Net Tolling Revenue for every \$1 borrowed. That seems to be a bit unrealistic and an unnecessary financial burden. Perhaps Net Tolling Revenue of \$4 to \$5 for every dollar borrowed would be more realistic and gain wider public support. Request to amend October 17 letter A more "middle of the road" projection would show slower growth of revenues but retain a significant financial cushion to more than cover debt service and other requirements. This would result in a modestly lower indicative financing capacity, probably in the range of \$700 to \$900 million. Please consider amending the October 17, 2011 letter to include a conservative scenario resulting in a more cautious indicative financing capacity. This will provide more clarity of long term financial implications of the Ohio River Bridges Project to both project sponsors and the general public. Thank you again for the opportunity to comment on this most important matter. Best regards, Paul A. Dorroh Louisville, KY padorroh@gmail.com cc: Tim Sorenson	A.2 part 99
136	Downey, Cliff	It's about time construction starts. I don't live in the Louisville area but travel through the region occassionally (and know folks who frequently drive through the area). The constant delays, environmental studies, public comment periods, etc., are embarrassing and are holding back progress. The new bridges have been badly needed for decades and hopefully they will actually be built before a current bridge falls in the water.	B.1 72
23	Dudley, George	NO TOLLS !! It will divide the community and hurt the local economy !	D.21 D.19 29

Entry ID	Name1	Comment	Web ID
46	Duffy III, Tom	From Email: Please no tolls ever. We do not need another interstate bridge downtown. We need the east end bridge to carry more traffic so that it can take all the through traffic away from our city core and away from our downtown business and historic residential areas. Will you experts stop the covert east end tunnel. Investigate the Drummand land expansion to 55 acres that was intended to dim your slanted vision of your overall purpose. We need the pedestrian and bike bridges not to be eliminated if you continue on your distorted course. The pedestrian and bike ways need to be more important than cars in our downtown core. Your Bridges authority is so dishonest in believing you are helping the community.. Your Bridges selfish handling now resembles the I-64 , I-71 . And horrible I-65 damage to Louisville and Indiana that began in 1960. All you are doing flies in the face of more known city planning damage and economic, noise and breathing, and no mans land of interstate ramps. I think Your Board was hand picked to be insensitive to our Indiana and Kentucky street level local connection needs. You will be historically remembered as a continuation of the Urban Renewal epoch. Sad to say. From Web: The tolls will be a burden for me and my job. Please, only build the east end bridge and have no tolls.	C.24 C.26 D.27 13
44	Ellison, Thorleif	Ever hear of "unequal protection under the law?" Check your Constitution and then look what So. IN people are to be expected to do to use the Federal Interstate system, v KY.	D.19 C.24 D.19 11
22	Eppler, Robert	Tolling the east end and downtown bridges is ridiculous. This amounts to an 'entrance' fee to the state. In the long term alternative routes will be selected by leisure and frieght commuters alike, possibly to include UPS - an anchor employer in our community. Traffic, and accidents, may increase on the already trecherously narrow bridge in Madison. The community will divide. The State line is an invisible governmental border practically invisible to most, like passing from Shively into PRP. Southern IN has always been a part of the Louisville Metro area, but tolling it's connections is like charging for people to pass between the east and west ends of the community. Segregation is not a move into the future, it's a step back. Toll for optional convenience (east end bridge only), not for mandatory passage. Keep our community together!	D.21 28
181	Family Time (Angela Ray)	Please do not impose tolls. Build the East End bridge now. Do not build another downtown bridge at this time. My business relies on talent from Louisville coming to Indiana. Tolls would have a negative impact on my business.	C.25 C.24 D.19 102

Entry ID	Name1	Comment	Web ID	
79	Fenwick, Sonny	Web comment: No tolls, do the right thing and get the property in Kentucky taken off the historical registry as it appears it was falsely registered. E-mail comment: No tolls for the new bridges or any bridges in the Kentucky /Indiana area. Look into the error or falsely adding the property in Kentucky to the Historical society. What an illegal move by unethical Lawyers.	C.11 E.3 C.11 E.3	64
169	Fetter, Matthew	It is wrong to place tolls on I-65 because this is an existing route. I know the Bridges Authority says it will be “new and improved,” but the fact of the matter is it does not improve the delivery of traffic. The traffic backs up onto the Kennedy Bridge (I-65) because of lane limitations on I-64 and I-71. Building another downtown bridge does not solve traffic problems it only creates a very expensive staging area for vehicles trying to go east of Louisville on I-64 and I-71. The East End Bridge will improve traffic and is the only bridge that is supported by our community. If you don’t believe me put it up for vote or listen to our city councils that represent our residents.	C.12 C.24	94
19	Fryrae, Candalyn	If our leaders really cared what the majority wants, this would no longer be a issue. I have lost all faith in our government. They are more interested in lining their pockets than representing the public		25

Entry ID	Name1	Comment	Web ID	
21	Gatti, Jennifer	I have been in outside sales for 7 years in the Louisville area. A majority of my clients are east of I-65 up through Shelbyville, La Grange and Middletown. I buy my gas in Kentucky, I pay Kentucky sales tax with my purchases and even have to pay employment taxes. I lose quite a bit of money to due to lost sales, how? Because I am unable to schedule more appointments because traffic is a bear. To sit through congestion downtown just to drive 20 minutes east is redundant when I could simply hop on 265 and be at my destination in a jiffy. I am still trying to figure out why both Indiana and Kentucky has invested millions to create the I265 on both sides when there was no intention of linking them. I am also a bit puzzled how the 16th largest city in the nation is unable to allow progress for those wishing to live, work, play and travel through. Since the closure of Sherman Minton, I have lost nearly \$8000, that may not seem a lot to you, however as a single mom, it is the difference of my kids getting to enjoy Christmas, or even a night out to eat. Even more upsetting is to read that the folks who complete the bridge early will be bonused, quite well. Have you thought about reimbursing the folks who sit in traffic idling, losing gas, for an hour because of this situation? Let's not forget the damage and repairs folks have incurred because of a poorly paved 65 bridge, the company who "fixed potholes" should be required to maintain and repair at no charge. If they did it right the first time, they should feel confident to comply with no-charge upkeep. If the east end bridge was already built imagine how much cost to the Kentuckiana's would have been saved, not only in gas money, but time, time from their jobs, time from their family. There is no reason to have a 3rd bridge down town when a substantial amount of traffic could be alleviated before it came near downtown. Because of a small group (not even a 10th of the working population) does not want progress the folks who are paying for everyone to ride on these roads are paying for headaches and poor quality of life. Clearly the government is disregarding the consensus of the people.	B.1	27
68	Gittelson, Joel	I'm almost 70 and have been hearing about this project for most of my adult life in Louisville. Can we just please get going on this project so that I may see some results of it during my lifetime. We've almost studied and planned it to death. Thank you.	B.1	52
138	Goodman, Carl	My family and I are opposed to any bridge tolls but most especially to any tolls on existing bridges that cross the Ohio River. We hope the bridge authority membership will use real wisdom and prevent tolls from becoming reality. The bridges are long overdue for being built but there are many other financial avenues that can be pursued to pay for them other than tolls! Please for the sake of the driving community now and in the future do not toll the bridges!	C.11 C.12	89
36	Hall, Eli	I think that the decision to go from 6 lanes to 4 lanes is short-sighted, foolish and will haunt all of us just as soon as this bridge gets built. It's a log cheaper to include it now than to add it later (or live with the aggravation later).	C.8	3

Entry ID	Name1	Comment	Web ID
77	Hancock, D	Conclusions on modified plan appear to be reached logically as is the need for tolls. The statement that no toll booths/plazas will be needed I'm struggling to understand. The frequent users will no doubt have "I-Pass" electronic prepaid toll passes, but the casual users will still require some means to pay their tolls. That usually requires a toll booth and it's natural delays and lane blockages. I did not see a cost for this collection or an allowance for space or delays. How will this be resolved?	61 C.16
139	Handy, Sharon	If a portion of the purpose of the bridges project is to stimulate economic development then the tolls on all bridges negate much of the benefit there. Not only financially keeping some people from even thinking about doing business in So. Indiana but also exacerbating the perception that So. Indiana is too far away. The biggest loser if tolls are exacted would be Southern Indiana businesses. I am originally from Kentucky and work in Louisville. Well before the Sherman Minton Bridge closed, had a hard time getting my KY friends to travel to Indiana for social functions. It may take some people in Louisville 30 minutes to travel to say St. Matthews Mall or out to J-town to meet, but they act as if the Greentree area is a world away when it would be only a 15 minute drive. There exists a perception that So. Indiana is "separate" and "far". Now we can add to that list "too expensive - tolled". My opinion is that we need to make it as easy and seamless to cross over the river as to make southern Indiana like a suburb of Louisville. Why not make surface streets cross the river. A series of smaller "street-bridges" would make the fact that water is underneath insignificant. I know that may seem radical and not even mentioned in the news as being considered. But as is proposed now, tolls would be a mess for the Louisville, So. Indiana business economy.	75 D.19 D.22
75	Haven, Anthony	The Ohio River Brides Project is three parts, the East End Bridge, Downtown Bridge, and Kennedy Interchange. You cannot toll I-65 if the Kennedy Interchange is not tolled. It is unfair for Indiana residents to pay tolls on Bridges if Kentucky residents do not pay tolls on a new Kennedy Interchange. There is no tolling scenario that is fair for Indiana residents. Hoosiers will pay an unfair amount of tolls if either bridge is tolled. Even though tolling only the East End Bridge will still create financial inequity for Hoosiers, most will accept tolls on the East End Bridge to get a bridges project, but there must not be tolling on I-65. Build what you can afford! Do not toll I-65, it will divide our community. It is wrong to put new tolls on existing highways.	59 C.15 C.12 D.19 D.21

Entry ID	Name1	Comment	Web ID
15	Hendrix, Cathy	I am very much opposed to tolls on I-65 as i believe it will set this community back decades. I am not opposed to tolling the East End Bridge. It is sad that Anne Northup got the money and John Yarmuth squandered it in the interest of him and his east end cronies. Greater Louisville will never be the vibrant community that it can be until we remove the special interests of the River Fiedls types who are blocking the EEB and making it rediculously expensive and driving the need for tolls. No matter how you spin tolls on the I-65 exchange, they will hurt this community. And you can't guarantee what they will be--you can only set target rates which we all know will increase. Tolls on I-65 are bad for us. We have seen the impact of the closing of the Sherman Minton and tolls on I-65 will have the same impact. I support building a reasonable, affordable plan without tolls on I-65	C.11 D.21 C.14 C.11
73	Hornung, Clarence	I am totally against tolls, they make travelling a nightmare besides the inequality for people who must use the tolled route for work. If any tolls really must be used, the east end bridge is the only one I would grudgingly support tolls on, since it would be totally new. I believe putting a toll on the I65 bridge would be a disaster, I would rather leave I65 as is and build the east end bridge by itself.	C.11 C.12
8	Horvath, Bernard	You NEED to have 6 lanes on the East End bridge. It is a no brainer in foresight. Trucks can use two of the three lanes on each side. Look at Veteran's Parkway, it is already obselete because of this same fact. Since you are not a politician, you can achieve this. This bridge is a must and now! After reading a few days ago about the Kennedy's worn out structure although still usable, this area will not grow without it. Another use of this bridge would be to divert truck traffic from I-65 downtown. Trucks are causing the largest amount of backup in this area. I am all for trucks, we need them but any back up on or near the Kennedy bridge is magnified with the prescence of the many trucks that use this artery. Another reason for the immediate construction of this bridge project is what if there was let's say a HAZMAT wreck on I-65 at this time. Then what? I seems no one thinks about these things. The best way to save money is to get the project going and avoid further delays. These delays have upped the project considerably. Another way is to make it similar but better constructed to the Sherman Minton of two levels. Any tolls should be reasonable, no more than \$1 per car or less. If you have the outrageous suggested prices like \$8 for a semi, no one will use it. thank you, Bernie	C.8 C.25 C.14
83	Hovekamp, Larry	[blank]	
27	Javid, Shahla	Although I am a resident of Kentucky, I feel this to be so unfair to toll the existing bridges or highways. Kentucky is not yet ready and is not paying or doing anything to get itself ready for the future, yet the burden is on Indiana residents who are made to suffer for them? This is unacceptable. I reside in Kentucky but work in Indiana, would it be fair to the likes of me to pay two tolls a day just to get to work? Please be realistic and think twice when you vote. Do not allow Indiana residents to suffer anymore by putting such a burden and pressure on their back. It really is not fair. Thank you for your understanding.	C.12 D.19

Entry ID	Name1	Comment	Web ID
167	Kaiser, Tim	After reviewing the video on the SDEIS, and the construction plans for this project contained in this website, it appears that the pavement design is limited to asphalt, without a provision for portland cement concrete. In an effort to satisfy the stated objectives to increase mobility and public safety while reducing costs, it is necessary to address long-term transportation needs. This can be done better looking at the long-term costs of road maintenance after initial construction, which isn't currently in the plan. It is well documented that asphalt paving requires repeated resurfacing every few years, which reduces mobility while increasing public risk and maintenance costs. MIT published their report on Life Cycle Analysis of concrete vs. asphalt, and it is no surprise that concrete is far superior to asphalt in life cycle costs, and in-place costs are very competitive. Please include portland cement concrete in the design for all pavements used for this project. Thank you.	92
37	Kamer, Matt	I encourage Kentucky and Indiana to now move forward with the ORBP as proposed. The changes to the project made in 2011 greatly reduce the cost of the project while still delivering what this region needs, which is expanded cross-river mobility. I believe this is the most important project facing our community in terms of our future economic growth. It is vital to supporting the logistics industry that our region's economy is banking on.	4
168	Kentucky Concrete Pavement Association (Greg Smith)	On behalf of the concrete industry in the Kentuckiana area we would like to ask consideration on the following environmental issues: 1. Since the bridges project conceptual design began there has been extensive independent study by MIT on the carbon foot print and sustainability of concrete. 2. Since the bridges project conceptual design began there has been great progress in study of skid resistance and noise of the NGCS (next generation concrete surfaces). 3. Studies have shown and are continuing to show positive affects of concrete on urban heat issues. 4. Studies have shown and are continuing to be developed that show nighttime reflectivity can be enhanced significantly with concrete resulting in significant light/energy savings (and less ambient nuisance light) with concrete surfaces. 5. Proven concrete mixes are available with photocatalytic cements which actually reduce pollutants. The Kentucky Ready Mix Concrete Association and the Kentucky Concrete Pavement Association ask that given your are optimizing Sustainable construction on this project that CTS has up to date information on the above. We ask that CTS and subsequent design firms give full environmental/sustainable analysis in the five above areas.	93

F.15

C.25
C.9

C.25

F.15
G.3

Entry ID	Name1	Comment		Web ID
148	King, Norma	1.BUILD WHAT IS AFFORDABLE, MOST READY TO ACCOMPLISH (EASTEND BRIDGE FIRST) 2.NO TOLLS ON I-65 (NOT COMMUNITY FRIENDLY) 3.THREE SEPARATE PROJECTS-EASTEND BRIDGE; SPAGETTI JUNCTION; DOWNTOWN BRIDGE 4.WHY WHY WHY CREATE EXTRA TRAFFIC, CONGESTION, NOISE, ENVIRONMENTAL EXHAUST, RIGHT IN THE MIDDLE OF A BEAUTIFUL WATERFRONT PARK, BASEBALL PARK, & ARENA??? I CANNOT GRASP ANY LOGICAL ANSWER FROM ANY POLITICIAN. I HAVE NEVER BEEN POLITICALLY ACTIVE, OPINIONATED, VOCAL, OR ANGRY; BUT, THIS JUST BAFLES ME THAT WE HAVE NOT STARTED ON THE EASTEND BRIDGE FIRST-TO GET SOME KIND OF RELIEF. WHEN IN GOD'S NAME HAVE WE EVER COMBINED SUCH LARGE INDIVIDUAL ISSUES INTO ONE MONSTER BIG PROJECT-IT JUST INVITES DEFEAT, WHICH IS WHAT SOME MAY WANT TO HAPPEN ANYWAY.	C.11 C.12 F.16 G.4 N.3	83
13	Kinzer, Bonnie	I WORKIN LOUISVILLE FIVE DAYS A WEEK -A TOLL ON THE BRIDGE WOULD BE NOT ONLY COSTLY BUT IS GOING TO DELAY TRAFFIC. I FEEL WE ARE PAYING ENOUGH TAXES THAT THIS IS UNFAIR TO INDIANA RESIDENTS THAT WORK IN KENTUCKY. ALSO, THE ADVERSE EFFECT IT WILL HAVE ON BUSINESSES IN INDIANA WILL BE FAR GREATER THAN THE SHUTTING OF THE SHERMAN MINTON BRIDGE. THE EAST END BRIDGE IS DEFINITELY NEEDED SO TRAFFIC CAN BE DIVERTED FROM DOWNTOWN LOUISVILLE BUT THE TOLLS ARE DEFINITELY UNFAIR.	D.19 C.11	19
42	Klaphaak, Kevin	I am not in favor of the two bridge solution. Decades of increasing dependence on personal automobiles has shown we cannot build our way out of congestion. However, in the face of pending construction, I urge that the east end bridge be built first and that tolling be removed as a means of paying for any of the proposed interstate construction or improvements.	C.11	9

Entry ID	Name1	Comment	Web ID
56	Koenigsmark, Joseph	Website comment: 1. Build what you can afford! Do not toll I-65, it will divide our community. 2. It is wrong to put new tolls on existing highways. The Federal Government has not approved this maneuver yet! 3. The Ohio River Brides Project is three parts, the East End Bridge, Downtown Bridge, and Kennedy Interchange. You can not toll I-65 if the Kennedy Interchange is not tolled. It is unfair for Indiana residents. 4. There is no tolling scenario that is fair for Indiana residents. Hoosiers will pay an unfair amount of tolls if either bridge is tolled. Even though tolling only the East End Bridge will still create financial inequity for Hoosiers, most will accept tolls on the East End Bridge to get a bridges project, but there must not be tolling on I-65. E-mail #1 comment: Subject: Bridge tolls! Mr. Sacksteder: As a businessman in Jeffersonville, and a resident of New Albany I strongly oppose tolling any of the bridges that currently exist, or those that may some day be constructed. With the current madness from the Sherman Minton closing, I can already see a reduction in my business from across the river. Placing tolls will make it less attractive for anyone south of the river to come to my business. I believe tolls are out of the question. Thank you, Joseph Koenigsmark DO, MBA E-mail #2 comment: Mr. Sacksteder: I have a business in Jeffersonville. I am against tolling of any of the existing or possible future bridges. 1. Build what you can afford! Do not toll I-65, it will divide our community. 2. It is wrong to put new tolls on existing highways. 3. The Ohio River Brides Project is three parts, the East End Bridge, Downtown Bridge, and Kennedy Interchange. You can not toll I-65 if the Kennedy Interchange is not tolled. It is unfair for Indiana residents. 4. There is no tolling scenario that is fair for Indiana residents. Hoosiers will pay an unfair amount of tolls if either bridge is tolled. Even though tolling only the East End Bridge will still create financial inequity for Hoosiers, most will accept tolls on the East End Bridge to get a bridges project, but there must not be tolling on I-65. Thank you, Joseph Koenigsmark DO, MBA The Coleman Institute	48 C.11 D.21 C.12 C.11 D.19 C.11 C.11 D.21 C.12

Entry ID	Name1	Comment	Web ID
56		1035 Wall Street, Suite 204 Jeffersonville, Indiana 47130	48
82	Lamping Real Estate & Insurance (Rosalie Lamping)	Web comment: I have lived in Clarksville since the 1950's. My husband was a builder and we also owned and operated a real estate and insurance business. My husband passed away in 1982, but I still operate the real estate & insurance business on Eastern Boulevard. I would like to see the East End bridge built and Spaghetti Junction re-built in its' present location. I am against tolls on the Kennedy Bridge. I do not think we should build another downtown bridge until we are absolutely certain that it is a necessity. E-mail comment: Dear Sir: I am the owner of Lamping Real Estate & Insurance Agency on Eastern Boulevard in Clarksville, IN where I have been in business since 1955. I am against tolls because this will divide Louisville and Southern Indiana and create a financial hardship on residents. I would like to see the East End Bridge built and Spaghetti Junction re-built. I do not think we should build another Downtown Bridge unless we are absolutely certain that it is needed. Rosalie Lamping 812-283-0754	67 C.24 C.12 C.11 D.19 C.24 C.11
10	Lancaster, Terry	As someone who lives in Indiana and works in Louisville. I think it is blantly unfair to imposr an additional tax on me. Stop the tolls	D.19 16
26	Lanum, Robert	If Ky does not provide their share of the funds to pay for their share of the re-building costs of Spaghetti Junction, will Spaghetti Junction be tolled the same as the two bridges to pay for the rebuilding costs of SJ? If not, WHY?	C.15 32
18	Long, Betty	just do it i AM sick and tired of you all talking about it and iIAM sick of leaving my house at 500 am just so i can cross the stupid bridge all the money u spent on talking about it u could have built one by now. SHIT OT GET OFF THE POT DRIVE IN THAT FREAKIN TRAFFIC EVERYDAY AND CROSS THAT DAMN BRIDGE 15 TO 20 TIMES A DAY AND U WILL C WHAT IAM TALKIN ABOUT IT JUST BUILD THE DAMN THING	B.1 24
32	Margerum, Ryan	I think that it is a bad idea to build the east end bridge with less than 6 lanes. If u do so then it will be like waterson expressway with it first opened, outdated. It will cause even more traffic headache because thru traffic on 71 to either north 65 or west 64 will take the east end bridge to skip downtown traffic. Just something to think about. Thanks	C.8 38

Entry ID	Name1	Comment	Web ID
69	Marwood, Inc. (Jim Martin)	Our company, Marwood, employs 10 people, and is a manufacturer, importer, and exporter of Hardwood Veneers in Jeffersonville, IN. WE ARE A COMMUNITY IN CRISIS. Our business is suffering from high costs due to traffic and shipping delays. In week one Central Transport truckline was delayed in traffic and missed our pickup. A one day delay in shipping hurts our business and our customer's business, and may force our customer to use other suppliers. In Week 2, SAIA Transportation missed a pickup due to traffic delays. This week, YRC truckline had 24 hours advance notice for a pickup, and could not make it on time by 4:00. It cost us overtime wages to keep staff here to load out trucks delayed by traffic. This week R & L truckline could not make a pickup on time due to traffic delays, so we once again had to pay overtime wages to keep a shipping employee here late to load the truckline. Since the closure of the Sherman Minton bridge, traffic has been a mess. My commute from Anchorage on I-64 Westbound to I-65 Northbound over the Kennedy has forced me to drive 15 extra miles per week, since the ramp was closed. Ugh! I commute 20 miles each weekday from East Louisville to work at 2901 Hamburg Pike in the Jeffersonville, IN Industrial Park. Commutes the first week were terrible, and are still often horrible when there are accidents and stalled cars, which have increased. I have been commuting daily from Anchorage, Ky to Jeffersonville, IN for 24 years, and it has become slower and slower. Please construct the East End Bridge and add the Downtown Bridge now! Jim Martin	53 C.25 B.1
145	McDevitt, Nicholas	I just wanted to say I am fully in favor of the bridge project. Thanks, Nick McDevitt	80 B.1
12	Moore, John	We need to expeditiously finish design considerations and budgeting to get to bridge build(s) as soon as possible. We will not put any facilities in this immediate area until this is done. There is too much risk with traffic and delays to do so. There is an unbelievable amount of negative publicity right now in regards to our Louisville & southern Indiana area because of our inability to improve traffic flow and eliminate the bottle neck situations in personal lives and commerce. The closing of the Sherman Minton bridge has only elevated the discussions and their velocity. To not act is suicide for our region. To not act quickly will result in continued loss of jobs and commerce for our region. Sincerely, John Moore, Vice President Exegistics	18 C.25 B.1

Entry ID	Name1	Comment	Web ID	
41	Moore, Tierni	From Web 12/13/11: If these bridges and changes to the the kentucky interchange are so important, why are Southern Indiana residents the primary individuals who will be paying for these changes/additions? Are we wealthier in Indiana than they are in Kentucky? I don't care how the numbers read, if so many people are out of work, how can the rescension be over? Is it because so many have fallen off the rosters which show the world the truth? We are ALL struggling to make it from home to work and back again. Add to this the EVER FLUCTUATING COST OF GAS and the proposed tolls and you have a recipe for disaster. It is beyond my comprehension how those who do not have to pay tolls, or whose income is so great this seems like a small pittance, can have no empathy for the vast majority of individuals who will be poorly affected by tolls. I understand that many people travel the roads between Indiana and Kentucky just passing through. But what about those of us who travel it frequently in order to get to work. There are many who work in Louisville but live in Indiana. There is a smaller number of those who work in Indiana but live in Kentucky. Now who do you think will pay the most for the use of the bridge? Unfair, unfair, unfair, especially since the bridge issue has been on the table for DECADES! Come on people, be responsible and reasonable! Sincerely, Tierni From Web 1/4/12: Simply put, there is no way adding tolls to the bridges will make this a fair project for Indiana and Kentucy. Kentucky will get the lion's share of the benefits, but won't be paying nearly the tolls which will be imposed upon Indiana workers who have to cross the river. There has to be a better way to ensure fairness. Again and again I have written that tolls will add an additional financial burden on people in these difficult times. I don't believe the recession is going away or improving. People have simply dropped off the unemployment rolls after exhausting their benefits. Please find other methods to finance the bridges, or let's just make due with the bridges we have. Is a new bridge needed or wanted? There's a huge difference in the two. Sincerely, Tierni Moore PS. Tolls will only serve to take food and clothing from my three children. People in Kentucky who support tolls are not going to have to pay them. Of course they SUPPORT THEM!	D.19 D.19	8
34	Nalley, Eric	I'd like to know why the East end bridge can't be built and if has to be tolled then toll it to fund it. After this is completed wait and see how traffic is effected. If it has a positive effect then don't worry about the downtown bridge. If not enough is done then maybe just redesigning spaghetti junction could be all that is needed. It just seems better than doing something that might not need to be done. Thank you for your time	C.13 C.24	40

Entry ID	Name1	Comment		Web ID
147	Nally, Kris	Email Comment: We need another bridge but we must be conscious of costs and efficiency! The problem is the toll method will not be equally sharing the cost of the bridge. It doesn't take a politician nor a demographic study to know that far more Indiana residents drive to Louisville to earn a living then Louisville KY residents driving to Indiana to work. As a result it would heavily burden to the people that live in the neighboring Indiana community that pay state and local taxes just the same as KY. The average income of the IN community will feel a financial hardship if cost for using a bridge daily to commute to work is not feasible. By taking fiscal monetary responsibility and not running this like a gov't project we can achieve the construction of ONE new bridge without tolls.	C.11 D.19	82
		Web Comment: (Same comment verbatim)		
28	Nolan, Tommy	To Whom It May Concern, As a small business owner in Southern Indiana, I also share the belief that creating tolls will only further separate Southern Indiana from Louisville. The Ohio Ocean will only get bigger because of tolls. No doubt about that. I'm against it, its bad for business. I like the Spaghetti Junction redesign, I think it looks much less complicated that the previous design. Good job there. My biggest concern is reducing the East End bridge from six to four lanes. I understand (like the tolls) this is budget related. But we've spent decades to get these bridges built only to realize just a few years from now that we built the bridge too small. There was a reason it was designed with six lanes to begin with. Don't build it with expansion in mind - build it right - now! Thanks, Tommy Nolan	D.19 C.9 C.8	34
71	Northern, Terry	NO I-65 BRIDGE TOLLS !!	C.12	55
54	Obst, Jim	The legal objections have been exhausted. The price of the project has been steadily elevated through the crafty stonewalling of a select group of highly-exclusive individuals. The tax burden on our community elevates as the project continues to be pushed back by study after study; lawsuit after lawsuit. The current design meets most requirements and we should move forward immediately to begin construction. The East End bridge must be the priority. Not only will it facilitate economic development in the region, it will be an essential relief valve for traffic impacted by the downtown construction. Thanks.	B.1 C.25	46
24	Owens, Brian	I tow for the manheim Louisville auto auction in clarksville Indiana I have 5 tow trucks and we probably cross that bridge 8 to 10 times a day a toll on 65 would really dig into my profit and I already tow at bear minimum for the auction I vote NO BRIDGE FEES!!!!!!	D.19	30
153	Page, Gary	From Web: Please do not place tolls on the bridges. I have lived in Indiana and worked in Louisville for over 40 years. It really is just another tax pointed at Indiana residents.	D.19	88
		From E-mail to FHWA: Please do not place tolls on the bridges. I have lived in Indiana and worked in Louisville for over 40 years. It really is just another tax pointed at Indiana residents.	D.19	

Entry ID	Name1	Comment	Web ID
70	Palmquist, Nancy N.	A year ago this week, I went to a meeting about the bridges. Then I was told it was REALLY important that we hurry up and get things decided, because this project was just getting more expensive. However, we keep meeting and commneting and yet things haven't seemed to progress much. Actually, things have gone backward. Now we're once again talking about bridge tolls on the Kennedy and the cost has gone back up to of \$3.00 (if what I've read is correct). I pointed out at the meeting a year ago, that a \$1.00 tax on crossing the bridge one way would be a 1% tax on me personally -as I commute to work in Oldham Co. I make approximately \$60,000 a year and make a about 300 trips across the bridge X 2 each year. I'm outraged that the bridges project will only tax those directly involved in crossing the bridge- even though all in the area will benefit from a re-do of the Kennedy and the new East end bridge. We've seen how one bridge out of action has been a problem for the entire region. Likewise the entire region will benefit from FINALLY finishing off the loop around the metro area. In addition, the whole metro area won't be as dependant on the three aging bridges, as they are now. If it benefits all then ALL should pay their fair share of the cost of this bridges project- not just thouse crossing the bridges. It is the only reasonable course for our region.	C.14 D.19 54
48	Preston Arts Center, Inc. (Kathryn Brennan)	Please build the bridges soon. We are gradually being choked to death by the dearth of opportunities to cross the bridges. Our business is suffering from the traffic tie ups, and the time it takes to go across the river. it is a problem even when the Sherman Minton is open, and it has been hell on staff, owners and customers of our store since it has been closed.	B.1 15
78	Pruitt, Mark	Tolls are a horrible idea for both communities. Please build east end bridge and re-assess. The econimic hardship of tolls will keep me from enjoying and spending money in Louisville, I will even walk over the bridge to go to YUM Center before I pay one cent in tolls. It will cripple southern indiana businesses.	C.11 D.19 63
72	Rhodea, Lynn	The Ohio River Brides Project is three parts, the East End Bridge, Downtown Bridge, and Kennedy Interchange. You cannot toll I-65 if the Kennedy Interchange is not tolled. It is unfair for Indiana residents to pay tolls on Bridges if Kentucky residents do not pay tolls on a new Kennedy Interchange. There is no tolling scenario that is fair for Indiana residents. Hoosiers will pay an unfair amount of tolls if either bridge is tolled. Even though tolling only the East End Bridge will still create financial inequity for Hoosiers, most will accept tolls on the East End Bridge to get a bridges project, but there must not be tolling on I-65. Build what you can afford! Do not toll I-65, it will divide our community. It is wrong to put new tolls on existing highways.	C.11 D.19 C.12 56
16	Rieman, Rick	I do not believe existing bridges should be tolled. I also do not agree with the downsizing of the project. It will only lead to problems in the future. If we are going to correct the situation, do it corrently now. Do not reduce the lanes on the new bridges or make other reductions. Do not try to cut costs now at the expense of the future.	C.12 C.8 22

Entry ID	Name1	Comment	Web ID
33	Rodski, Peter	I would recommend a local access bridge joining New Albany to Jefferson SW. It seems like the SW area of Louisville is always left out. Or just connect the Gene Snyder to I 265 in Indiana. I think the original plan was to have 265 be a complete circle around Louisville. At a minimum, put a local access bridge there for only a couple of million, pennies compared to the billions in the current plan. I believe the nearest bridge going down the ohio is 45 minutes away past fort knox, just crazy. WE NEED LOCAL ACCESS BRIDGES FOR PEOPLE WHO LIVE HERE.	39
			C.20
			C.31
			C.20
142	Russo, Robin	no new downtown bridge - just repair/maintain the two we have. build the east end bridge, complete 265. stop planning to create more of what we already have - too much traffic downtown. eliminate the section of 64 which separates the city from the waterfront.	78
			C.21
			C.22
			C.24
52	Sellers, Douglas	I have been driving across the Kennedy bridge every day since the Sherman-Minton Bridge has been closed. It has added more than a half hour to my commute twice a day. My car's suspension will have to be redone pretty soon from all the pot holes on the Kennedy. Those who sit in their Prospect homes and say we don't need additional bridges need to sit in those working class folks that have to live it on a daily basis. Why can't some of the construction start now? Earth and dirt can be brought in for the additional lanes that have to be built in the junction, the ramps to the bridges, etc. How much money can be saved by acquiring the properties in Prospect and NOT building a tunnel? The proposed east end bridge is very nice looking and sculptural, I would think those elitest would enjoy a nice piece of sculpture to view out their river view windows. PLEASE START THE BRIDGES NOW!! We need to stop pandering to the rich and get this fixed. I really don't want to have to pay tolls, but if that's what it takes, so be it.	44
			D.19
			B.1
			C.13

Entry ID	Name1	Comment	Web ID
165	Seyal, Sara	January 6, 2012 Dear Mr. Sacksteder, I have become aware that certain provisions in the current SDEIS have omitted certain provision that affect Bridgepointe and Prospect. My property is one that is affected by the project and I am greatly concerned by the elimination of these provisions. This Supplemental (Revised) Statement excludes the following mitigation commitments that were in the original (2003) Draft and Final Environmental Impact Statements (Chapter 8 - Commitments and Mitigation). 1. KYTC will consult with the City of Prospect, Bridgepointe Neighborhood Association, and representatives of properties along the section of A-15 between the Wolf Pen Road Bridge and US 42 about the placement of a safety wall in lieu of an access control fence to provide a more positive separation between the roadway and adjacent properties. The height, shape and facing of any safety wall placed within this section of the Project will be developed through consultation with adjoining property owners and in a manner that complements other noise mitigation measures incorporated into the Project. 2. Minimize disruption to access for properties during construction, including access to Wolf Pen Branch Road at Bridgepointe's back gate during construction of the permanent bridge over KY 841 and any temporary bridge required to complete that work. 3. Design the tunnel portals, Wolf Pen Branch Road Bridge over A-15, and the westbound exit ramp bridge to US 42 to include an aesthetic treatment such as creekstone, stonework used at the entrance to Bridgepointe or other similar treatment that enhances the appearance of these structures. 4. Design and construct the rock cuts at either end of the tunnel to provide a durable and aesthetic transition into the tunnel portals, including consideration for tiering and landscaping to complement the tunnel portal design. 5. Am I mistaken? Are these provisions retained in another section of the new SDEIS document? I would appreciate a response in writing that we are still being protected as noted in the original EIS. # 1 to retain the plan for a safety wall as is apparently planned for bordering neighborhoods of Wolf Pen Woods, Greenspring and Wolf Creek, and #2 maintaining the rear access to Wolf Pen Branch Road open during construction, are particularly important to retain. The wall is an important safety issue. I have seen deer jump the current wire fence and on at least one occasion get caught in the wire and have to be shot by Prospect Police and removed. I have seen recently deer along I-264 between Westport Road and Shelbyville road along that wooded area due to a break in the wire fence there. Deer in the tunnel would be a nightmare! We also believe that there are sound issues that a solid wall will address. The rear exit to our neighborhood is used by school buses for safe exit from the neighborhood as well as our residents and guests, to avoid the dangerous left turn exit onto US 42 from our entrance. It is very important that this exit be maintained for emergency and safety reasons. The design issues are an attempt, in my opinion, to maintain property values of our area by ensuring comparable rock-design to be incorporated into the project consistent with our area. If the design of the project changes further, such as elimination of the tunnel as I have read in the newspaper is being considered, I request an entriely new EIS and look at mitgtation for sight and sound due to the change in the project. Thank you for your consideration of my concerns. Sincerely,	O.10 90

Entry ID	Name1	Comment	Web ID
165		Sara L. Seyal 7002 New Bern Ct Prospect, KY 40059	90
152	Silva, Mary	I support NO TOLLS of existing bridges in Jefferson County in Louisville, Ky.	C.12 87
143	Slinker, Patty	I vote "no" to bridge tolls.	C.11 79
55	Smalley, Jeremy	I believe that if we can build a arena downtown then we can afford to build a reliable and more expensive bridges project for our city as we only plan to grow bigger and better. Don't cut corners as we have needed this for too long and now we are finally getting so close, it wouldn't make sense to do anything less. Our infrastructure depends on our roads and we need bigger and better for our future growth not just am, well yeah, that'll work!	C.8 47
137	Smith, Bradley	I think this is long overdue, and will truly do our communities good.	B.1 73

Entry ID	Name1	Comment	Web ID
9	Sollberger, Darrin	Website comment: I am amazed that nobody from River Fields showed up at the Bridges meeting in Indiana tonight. I guess they didnt want to deal with the traffic. My day is at least two hours longer just to sit in traffic or go into work earlier to avoid the worst in the morning. The Monday after the Sherman Minton closing was announced, ground should have been broken for the east end bridge. If Minneapolis can build a new bridge over the Mississippi River to replace the one that collapsed in just over a year, there is no damn reason the east end bridge cannot be finished inside of two years. It doesnt have to be pretty, just functional and built out of a steel that doesnt crack in the first year. One person has already died in the increased 2nd street bridge traffic, and I cant count how many close calls I have seen in the mornings. How many more will be hurt or killed before it is back to normal? Closing one bridge when there are three is a lot better than one out of two. Comment Form comment: Why is there even a question over which one should be built first? If they are built at the same time, the traffic problems caused by re-doing spaghetti junction would be as bad as all the traffic now. Build the east end one first and a lot of traffic can divert. This is not rocket science. Plus pushing for the two bridges is simply another way of delaying the whole project. The east end bridge could be built without the need for tolls if they didn't bother with another downtown bridge. At least the ridiculous notion of pedestrian/bike lanes was scrapped. There shouldn't be that kind of traffic on an interstate bridge anyway. That is what the Big Four and Second street bridges are for. E-mail reply to initial response: Forgive me but I still don't understand why it will take four years (I am willing to bet a considerable amount of money it will be more) to build the East End bridge. They built the one in Minneapolis that replaced the collapsed bridge in 13 months. The Kennedy built in 2-1/2 years and Sherman Minton in 3 years. This bridge should only take 3 years at most. Also, is there a reason construction on the East End bridge cannot start this spring after the repairs on the Sherman Minton bridge are completed? If people connected to River Fields and their ilk are holding up property purchases, I will be more than glad to volunteer to drive the bulldozer through their homes tomorrow morning, I have vacation time to use up.	51
14	Strange III, James	I wanted to submit my words of encouragement for moving this Bridge Project Forward. It's imperative for the State of KY and IN to become more economically viable to have an improved infrastructure. Increasing the supply gate way on 65 and 265 will better position the two states to help move freight throughout the region in order to make us more competitive in the States and Globally. We must move forward with this project and keep all options on the table in paying for it, including tolls. Please make this a reality.	20

B.1

C.11

C.25

C.13

Entry ID	Name1	Comment	Web ID
159	Tetrick, Mandy	From Web 1/6/12: Dear Bridge Project Team, I am asking that you please say NO to tolls on the Ohio River Bridges. My name is Mandy Tetrick and I live in Greenville IN. I work in Louisville KY. With the hard economic times, my company has not been able to give raises in almost three years. With no increase in income over the last few years and the rising cost of fuel, groceries, insurance premiums, a 25% increase in the rates on my water bill and other items I can now not afford to pay a toll to cross a Ohio River Bridge to got to work every day. If the government cannot afford to pay for these bridges then they should not be built. Tolls would also increase the amount of time it takes to get to and from work. This would increase my fuel cost and increase the amount of time I have to spend away from my children and the amount of money paid for daycare. The tolls would limit my ability to visit family in Louisville. Tolls will also hurt the economy for businesses on both sides of the bridge. Myself and many others are not going to pay to cross the bridge to attend a function and then pay to park and then pay to enter. As far as shopping, I will not pay to cross the bridge to shop. My husband works for a trucking company that crosses the bridges numerous times a day. A toll could cause his company to go bankrupt and result in him losing his job. If tolls are approved, I may have to quit my job and attempt to find a job on this side of the river. Recently I delivered a baby in KY. My husband traveled back and forth from the hospital several times over four days visiting with the other kids. With bridge tolls even at \$1.00 this would have cost as much as \$16.00 just to visit. The current bridges are paid for and I feel the government has no right to place a toll on them. We are doing just fine with the current bridges. If others insist they want a new bridge then put the toll on the new bridge only and let the people that want it pay for it. I also find it discriminatory to target only bridges for tolls where people have no other choice of routes to and from KY and IN. Thank you, Mandy Tetrick 9191 Miller Road Greenville, IN 47124 812-923-5705 From Email 1/6/12: I am asking that you please say NO to tolls on the Ohio River Bridges. My name is Mandy Tetrick and I live in Greenville IN. I work in Louisville KY. With the hard economic times, my company has not been able to give raises in almost three years. With no increase in income over the last few years and the rising cost of fuel, groceries, insurance premiums, a 25% increase in the rates on my water bill and other items I can now not afford to pay a toll to cross a Ohio River Bridge to got to work every day. If the government cannot afford to pay for these bridges then they should not be built. Tolls would also increase the amount of time it takes to get to and from work. This would increase my fuel cost and increase the amount of time I have to spend away from my children and the amount of money paid for daycare. The tolls would limit my ability to visit family in Louisville. Tolls will also hurt the economy for businesses on both sides of the bridge. Myself and many others are not going to pay to cross the bridge to attend a function and then pay to park and then pay to enter. As far as shopping, I will not pay to cross the bridge to shop. My husband works for a trucking company that crosses the bridges numerous times a day. A toll could cause his company to go bankrupt and result in him losing	91 C.11 D.19 C.12 C.11 D.19

Entry ID	Name1	Comment	Web ID
159		his job. If tolls are approved, I may have to quit my job and attempt to find a job on this side of the river. Recently I delivered a baby in KY. My husband traveled back and forth from the hospital several times over four days visiting with the other kids. With bridge tolls even at \$1.00 this would have cost as much as \$16.00 just to visit. The current bridges are paid for and I feel the government has no right to place a toll on them. We are doing just fine with the current bridges. If others insist they want a new bridge then put the toll on the new bridge only and let the people that want it pay for it. I also find it discriminatory to target only bridges for tolls where people have no other choice of routes to and from KY and IN. Thank you,	D.19 cont. C.12 91
43	Tobe, Chris	web comment: Get rid of the tunnell. Everyone knows that the historic landmark status is a fraud and bought by River Fields. Keep the lanes on the I-265 bridge, cut out the tunnell and build the downtown monster later. Build the East end bridge first and fast. E-mail comment: Build the East End bridge first and fast. The only way to proceed is to carve out the I-265 bridge as a separate project. I can take tolls if it is just on the new crossing. The Ohio River Brides Project with its three parts was designed to fail by River Fields. It relies on a Downtown bridge no one really wants on either side of the river. It relies on a scheme to toll Hoosiers going over I-65 while wealthy Kentuckians like myself from Prospect and Anchorage go through the new the Kennedy Interchange untolled on our way to the Yum center. It relies on a fake historic landmark adding \$200 million to the east end with a costly tunnel. It is designed to fail which has been River Fields objective all along. Chris Tobe Anchorage, KY	C.26 C.8 C.25 C.11 10
81	Vanwinkle, Valerie	NO toLLS!! i AM ALREADY RECEIVING WELFARE AND CANNOT AFFORD ANY MORE EXPENSES ESPECIALLY SINCE JOB RATES ARE DOWN!!!!	D.19 66
170	Walston, Jasmine	I am eager to see the bridges project move forward. I am deeply disappointed at two modifications: (1) The elimination of the pedestrian/bike lane from the downtown bridge. Reason: Pedestrian and bike traffic needs to be encouraged MORE, rather than less. It will increase in the coming years. Elimination of the pedestrian/bike lane is short-sighted. (2) The reduction of the East-End bridge from 6 lanes to 4 lanes. Reason: Again, short-sightedness. 4- lane Interstate bridges consistently turn up inadequate. I'd rather NOT fight another bridge battle 15 years from now because the new East End bridge is too narrow. I also oppose tolling. I'd prefer to see county taxes in all local taxes so that the entire community covers the costs. If I pay a toll to cross the bridge, the businesses that benefit from patronage don't participate in paying for the bridge. So I may be crossing the bridge less often after tolling begins.	D.27 C.8 D.19 95

Entry ID	Name1	Comment		Web ID
150	Willets, Joan	Please, please get started with the new modifications in place. This bridge has been held up too long by selfish self-interest. We Louisvillians have had enough meetings on this project to choke a stable! The bridges only get more expensive the longer we wait, and businesses new and old on both sides of the river will benefit.	B.1 C.25	85
25	Wilson, Neil	I think the redesign of spaghetti junction is a terrible mess that will have many negative impacts. Kiss the waterfront park goodbye, it is bad enough the traffic noise and air pollution from the interstates already, after this project the park will be an absolutely miserable place to be. Tolls? They will make me avoid going to Indiana unless absolutely necessary. The east end bridge is what is needed, but the dimwits in charge of this project will go with their computer generated "traffic models" to claim that this is not the case. I have lived in Louisville my entire life and I have not spoken to anyone who thinks the downtown bridge and spaghetti junction construction will help much with the congestion. The east end bridge is what is needed, just look at a map of 265. While other communities are reclaiming their riverfrontage, adding greenspace and encouraging public transit and cycling, we are stuck in the past. I am losing my faith that Louisville will be able to meet the challenges it faces and be able to become of thriving community of the future. Our decision-makers are focused on holding Louisville back instead of finding innovative solutions to the problems we face. I am very disappointed in my community right now. What we need is light rail, an east end bridge, a pedestrian/cycling bridge, more bike lanes, and a real park with interspersed restaurants and shops along our river front rather than mess I'm afraid we are going to get stuck with. This whole debacle is making certain other communities very attractive to me right now. I'm keeping my eyes open for opportunities...	N.3 F.16 C.22 C.24 C.7 C.24 D.27	31
53	Wingate, William	I am greatly concerned by the reduced scale of the project. First of all, the reduction of the east end bridge from 6 lanes to 4 lanes is short sighted. While comments have been made that eventually the 4 lanes could be increased to 6 lanes by narrowing the 4 lanes, this seems dangerous. Additionally, we can already see that 4 lanes is insufficient, especially if the Sherman Minton or the Kennedy bridge were to suffer damage or need extensive repairs. The current situation shows that these bridges are too small to handle the current traffic needs. I strongly suggest and urge that we return to the expanded project. I am willing to pay to tolls necessary for ease of commuting. The cost of commuting in Louisville is minimal, especially when compared to Chicago or New York. Secondly, I think building a tunnel as an approach to the Eas End bridge is a disaster waiting to happen. This tunnel makes as much sense as building a tunnel in the corn fields of Kansas. A tunnel built next to a river that floods seems to be a disaster just waiting to unfold. And, I do not care how many pumps are promised to be installed to prevent the flooding of the tunnel next to the river. Mistakes will be made, and the tunnel (and hence the approach) will be rendered useless until tunnel repairs can be made. God help us all if the reduced scope of the project is passed. We need to build it bigger in order to handle the increased needs of tomorrow/future.	C.8 C.13 C.37 C.8	45

Entry ID	Name1	Comment	Web ID
107	Zilberman, Dmitriy	The 2011 modified alternative is more of a waste of taxpayer money than saving of money. It is understandable that building the right thing on a limited budget is difficult, if not impossible, however spending 2.6 Billion Dollars on "Band Aid" path does not make much sense either. The so called "Spaghetti Junction" is a major traffic and safety issue and 2003 layout was straightening and widening the entire interchange and surrounding area. 2011 Modified Alternative simply looks like a new serving of "Spaghetti" on the same plate.... Narrow ramps with hard angle turns which are dangerous during bad weather and require lower speed limit at all times. Smaller number of lanes in the Downtown interchange will result in same-old bottlenecking which in turn will cause racks as people merge, higher road-ware factor, Etc. Downtown needs much higher escape capacity than it offers now, and the only way to ge t people out of downtown is to have at least 4 lanes on I-64 all the way to I-264 interchange (where it currently expands from 2 lanes) and 4 lanes on I-71 to I-265 interchange with continuation of 3 lanes to LaGrange or at least Crestwood. I-264 needs at least 1 extra lane (both directions) between Westport Rd and I-71 as well as 2 lane ramps connecting I-264 and I-71. Cost savings on East End Bridge are disproportioned to loss of future benefit. As I-71 and I-64 traffic gets diverted from Downtown to East End Bridge it will not be able to handle the load with only 2 lanes in each direction (just look at I-265 / I-64 interchange). A \$173.5 million saving today will result in a nearly \$1.4 Billion project that would be obsolete on the day of the ribbon cutting and cost and feasibility of widening it in the future would be ridiculous. The capacity of a 6 lane interstate is about 200,000 vehicles per day so 2 lanes represent nearly 67,000. How many pedestrians and bicyclists can possibly cross these bridges on a daily basis? I don't think there will be 67,000 in the next 10 years on all KY-IN bridges combined. If we need to save money: let's cut what we don't need.... Especially since there is a pedestrian bridge in the works already. East-End and Downtown traffic generates tremendous amount of pollution and causes millions of man-hours every year to those who deal with it while on the clock or while getting to or from work. Many employers and private citizens would be willing to contribute financially and or support tolls in order to build what this community really needs. Taxing those who choose to live in Indiana where homes are more affordable, Schools are better, air is cleaner but work in KY where jobs pay better; is a fair thing as well. About 25% of those who work Downtown live in Indiana and use I-64 and I-65 bridges daily. Let's NOT make the same mistake as was done with I-264, Westport Rd interchange. They were obsolete on the day they were open and the entire Louisville Metro area is paying for I-264's obsolescence with Time, Fuel, Pollution, etc.	C.8 C.8 C.13 C.8