

SECTION 106 MITIGATION MEETING



The Louisville - Southern Indiana
Ohio River Bridges Project
(LSIORBP)

January 27, 2012

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Meeting Agenda



1. Welcome/Introductions
2. Section 106 Process
3. Recap of Section 106 Consultation to date
4. Proposed Amended MOA Discussion
5. Next Steps

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1. WELCOME/INTRODUCTIONS

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Ground Rules

PLEASE

- Treat everyone with respect
- Listen to each other – keep an open mind
- Do not interrupt
- Be succinct
- Do not monopolize
- Be on time to meetings
- Stay on topic

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2. SECTION 106 PROCESS

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Section 106

- Set out in the National Historic Preservation Act (NHPA)
- Requires Federal agencies to:
 - Take into account the effects of Federal agency actions on historic properties
 - Afford the Advisory Council on Historic Preservation (ACHP) an opportunity to comment
- Is grounded in consultation among stakeholders of the project
- Regulations at 36 CFR Part 800

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Section 106 Steps



- Initiate Consultation
- Establish Area of Potential Effect (APE) and Identify Historic Properties
- Assess Effects
- **Resolve Adverse Effects**

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Adverse Effect in Section 106



Adverse Effect

- Alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP
- Diminishes property's location, design, setting, materials, workmanship, feeling, or association
- Direct or Indirect

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3. RECAP OF SECTION 106 CONSULTATION TO DATE

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Recent Materials

- Identification Findings Report (Jan 13)
Minor edits to previous version – available online
- Effects Findings Report (Jan 13)
- Final 800.11(e) Report (Jan 13)
*Official Eligibility & Effects Determinations from FHWA
Technical Correction, page 11*
- Draft Amended MOA & matrix (Jan 13)
- Response to Consulting Party Comments on
Effects (Jan 23)

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Consulting Party Eligibility Comments



- Refer Nuttall & Belleview North Field findings to the Keeper of the National Register
Coordination ongoing
- Evaluate Shadow Wood Subdivision
Not eligible: Houses less than 50 years old & typical of many middle class suburban developments in county
- Provide additional documentation regarding Thomas Payne House (5025 Nitta Yuma)
Not eligible: Supplement provided Jan 23
- Evaluate cemeteries in East End
Not eligible: Supplement to be provided

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Hoke Cemetery, 0 markers



Peyton Cemetery



Miller Cemetery



Hays Kennedy Site,
6 markers



3 cemeteries near
Wolf Pen Branch Rd



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Consulting Party Effects Comments



- Request additional traffic diversion information & analysis
Included as Section 7 in Effects Findings Report
- Request additional information on economic impacts
Included in SDEIS; summary text added to Effects Findings Report
- Requests for reevaluation of effects at specific properties: US 31 Bridge, Old Jeff HD, Lime Kilns, various properties in East End KY APE
See Responses to Comments list

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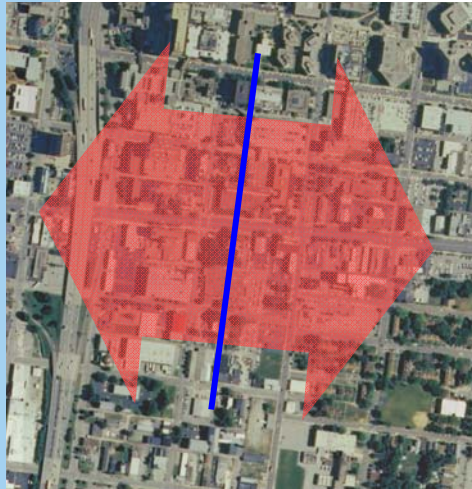
Supplemental Traffic Info



- Substantial effort to refine KIPDA travel demand model
- Screen line analysis to identify changes in traffic patterns between FEIS Selected Alternative & Modified Selected Alternative in 2030
A screen line is an imaginary line drawn across a group of streets. Traffic volumes on these streets are summed and comparisons are analyzed to find differences between scenarios.
- Commitment to monitor future traffic
We will discuss this later today (MOA discussion)

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What is a screen line?



- An imaginary line drawn over set of streets
- Example screen line shown in blue at left
- Analysis of traffic over a wide travel corridor rather than individual street

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Supplemental Traffic Info

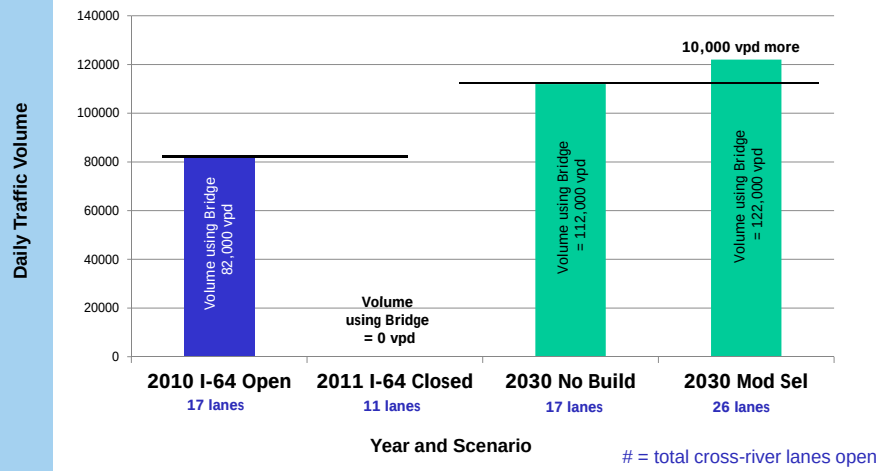


I-64 Closure Traffic vs Future Project Traffic:

- Today, 11 lanes are available in metro Louisville to cross the Ohio River. After the Project is built, there will be 26 lanes (10 toll-free).
- I-64 Bridge carried 82,000 vpd in 2010; these cars must now use I-65 and US 31 Bridges.
- I-64 Bridge would carry extra 10,000 vpd in Modified Selected Alternative vs No-Action.
- I-64 Bridge would carry extra 22,000 vpd in Modified Selected Alt vs FEIS Selected Alt.

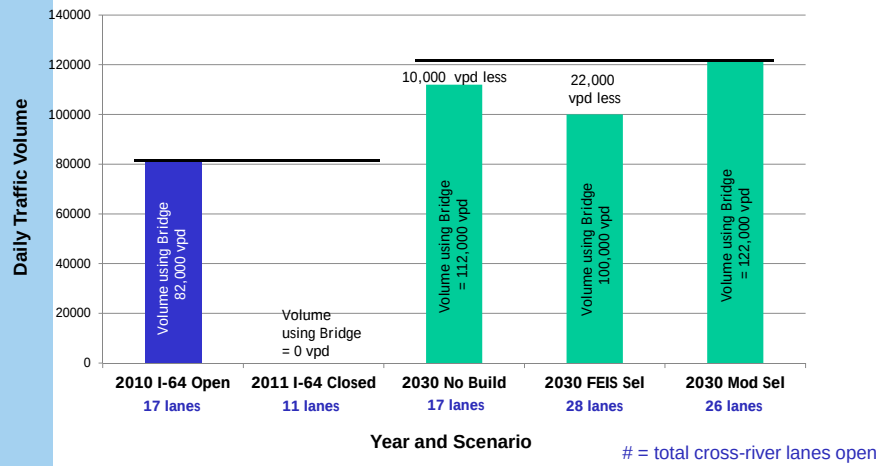
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Daily I-64 Bridge Volumes & Diversion



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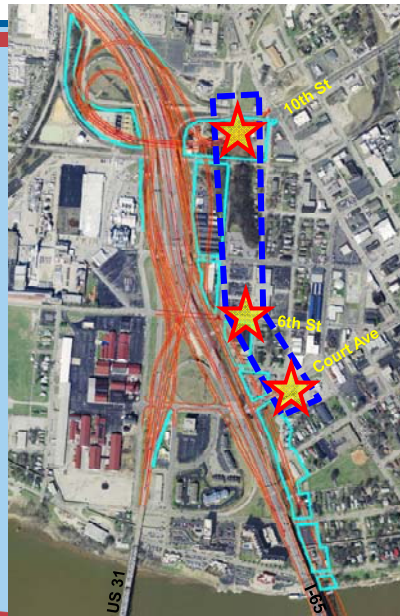
Daily I-64 Bridge Volumes & Diversion



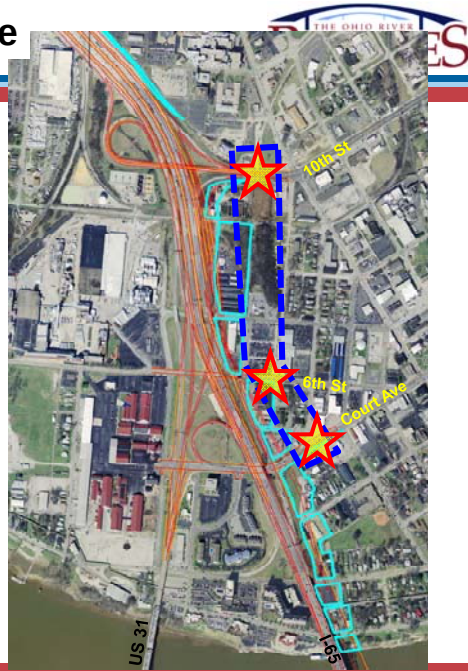
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Jeffersonville Screen Line

Effects Findings Report Figure 10



FEIS Selected



Modified Selected

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Supplemental Traffic Info



Jeffersonville Screen Line:

- Court Ave, 6th St, 10th St
- Ten lanes total
- Max Difference = -520 vehicles per hour
- Max Difference = -1 vehicle per minute per lane
- Moving east, change in traffic is further distributed within street grid

See Effects Findings Report Figure 10

Year 2030 differences between Modified Selected & FEIS Selected 20

Supplemental Traffic Info



Diversion Patterns west to use I-64



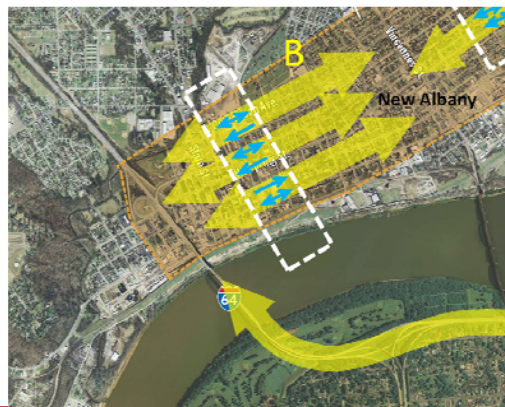
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Supplemental Traffic Info



West New Albany Screen Line:

- Culbertson Ave, E Oak St, E Elm St, E Spring St, E Market St, E Main St/SR 111
- 13 lanes total
- Max Difference = +922 vph
- Max Difference = +1 vpm per lane



Effects Findings Report
Figure 11

Year 2030 differences between Modified Selected & FEIS Selected 22

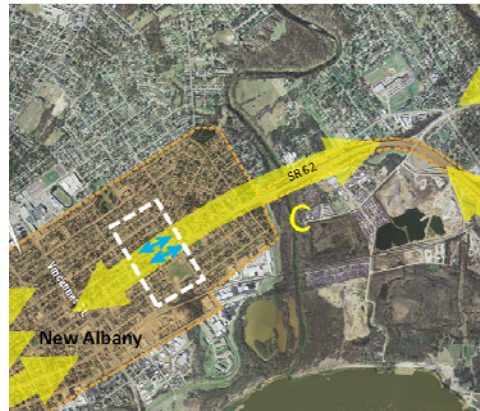
Supplemental Traffic Info



East New Albany/SR 62 Screen Line:

- E Spring St/Old SR 62 and E Elm St
- 6 lanes total
- Max Difference = +536 vph
- Max Difference = +1.5 vpm per lane

Effects Findings Report
Figure 11



Year 2030 differences between Modified Selected & FEIS Selected 23

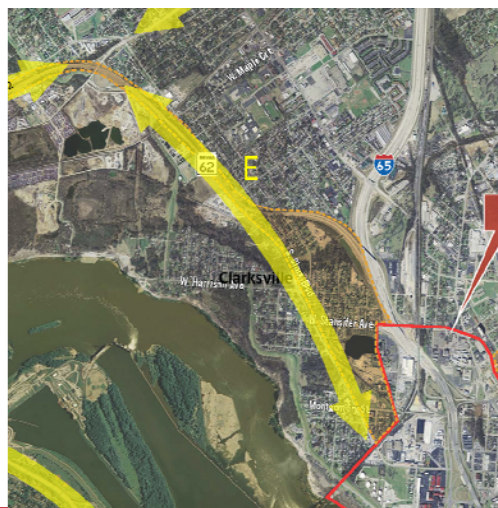
Supplemental Traffic Info



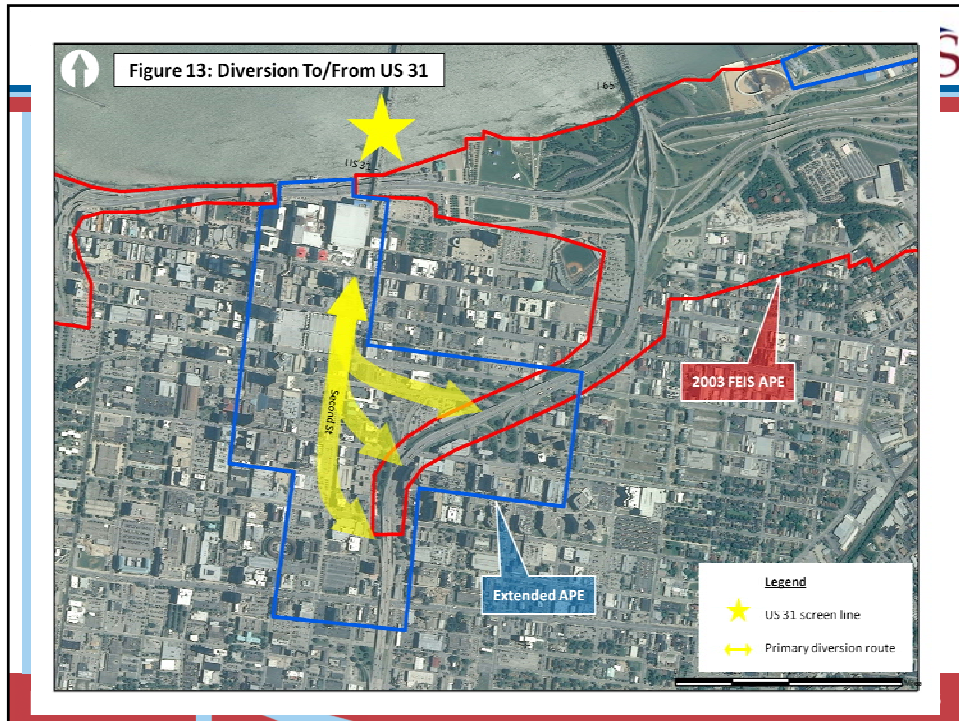
Clarksville:

- S Clark Blvd
(2 lanes total)
- Max Difference = +245 vph
- Max Difference = +2 vpm per lane

Effects Findings Report
Figure 11



Year 2030 differences between Modified Selected & FEIS Selected 24



Supplemental Traffic Info



US 31/Downtown Louisville:

- 2nd St (4 lanes total coming off bridge)
- Max Difference = +600 vehicles per hour
- Max Difference = +2.5 vehicles per minute per lane
- Moving off bridge, change in traffic is further distributed within street grid

Supplemental Traffic Info



River Road Corridor, Louisville:

- FEIS Selected Alternative includes Frankfort Avenue interchange
- No-Action and Modified Selected Alternative do not include Frankfort Avenue interchange
- River Road traffic between No-Action & Modified Selected Alternatives are within 10%

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4. AMENDED MOA

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MOA Responsibilities



- Signatories have sole authority to execute, amend, or terminate the MOA
 - FHWA, ACHP, SHPOs
- Invited Signatories have a defined role in fulfilling the MOA stipulations
 - INDOT, KYTC
- Concurring Parties are other consulting parties who can be invited to concur in the MOA

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Why is the MOA being amended?



- To address change in project management structure, e.g. Design-Build Contracting Method
- To address change in Preferred Alternative scope/limits downtown
- To address change in eligible resources, e.g. quarries added to kilns or de-listing of Swartz Farm
- To address new resources added, e.g. Ohio River Camps Group

Work through proposed changes in Original MOA

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9. NEXT STEPS

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Next Steps

- Provide any comments on the proposed MOA Amendments by February 13

106 Materials online at <http://kyinbridges.com/public-involvement/group-sec106.aspx>

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Thank you for your participation today!
If you have comments or concerns, please return them by

February 13, 2012

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