



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

May 26, 2011

Agency Involvement Opportunities

Early Coordination Packets distributed on April 6, 2011

Lead Agencies

- FHWA - Federal lead agency
- KYTC - Joint State lead agency
- INDOT - Joint State lead agency

Cooperating Agencies

- Have a higher degree of Authority, responsibility and involvement in the SEIS
- Agency with jurisdiction by law or special expertise with respect to environmental impacts
- May be requested to assume responsibility for development of information or prepare analyses

Participating Agencies

- Federal
- State
- Tribal
- Regional
- Local

• Roles and Responsibilities

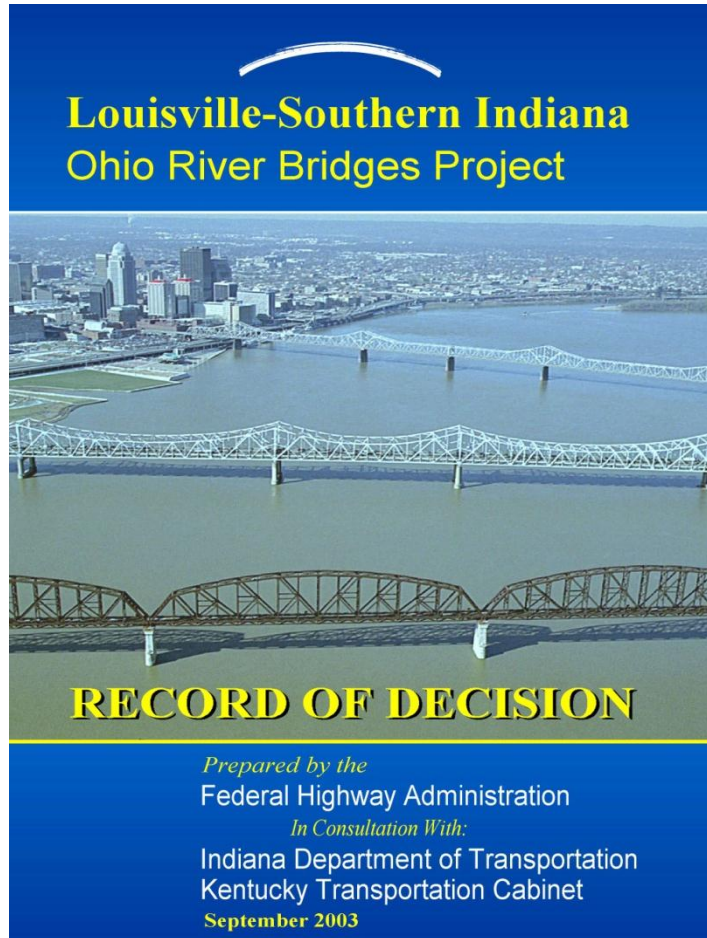
- Identify environmental, cultural and socioeconomic issues
- Provide meaningful input into issues that delay approvals
- Participate in timely resolution of issues
- Respond in writing within 30 days to letters of invitation
- Participate as needed

The Bridges Project



- 1998 - Notice of Intent
- Considered 9 bridge locations in 1 or 2 bridge combinations
- Extensive public involvement process
- 5,000 comments received on Draft EIS





Construct New Downtown Bridge

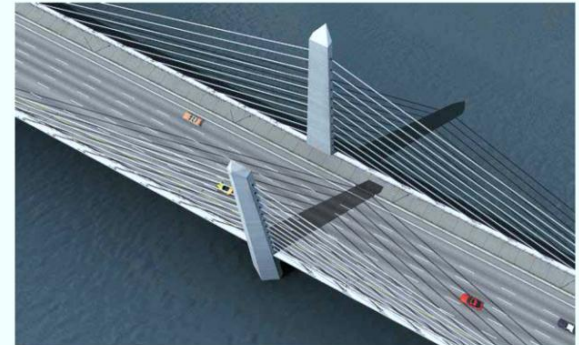
Construct New East End Bridge

Reconstruct the Kennedy
Interchange

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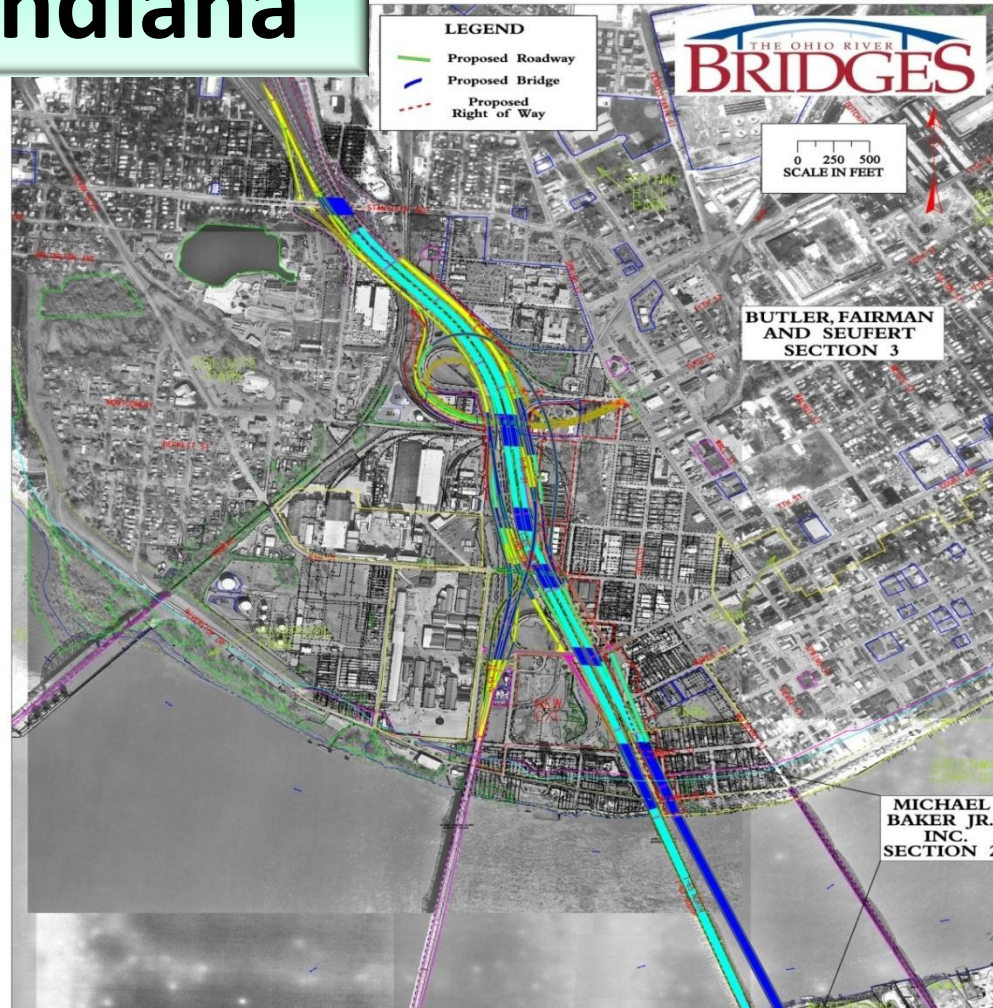
Section 2

Downtown Bridge



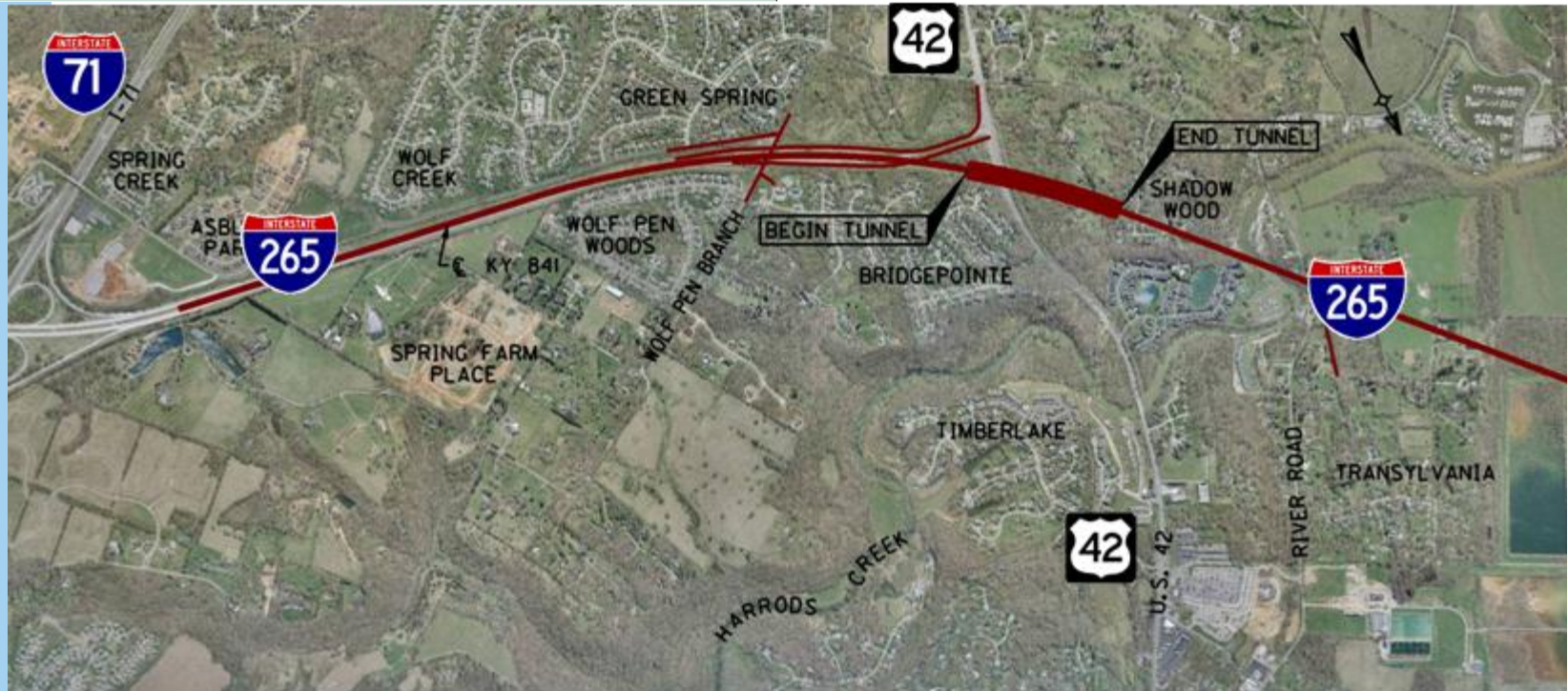
Section 3

Downtown Indiana



Section 4

East End Kentucky

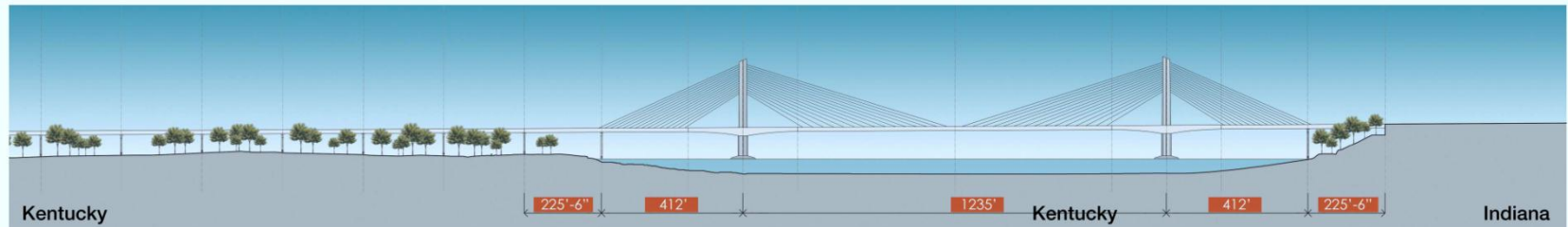


Section 5

East End Bridge



The East End Bridge has center piers so that drivers and pedestrians have unobstructed views.



Section 6

East End Indiana



Activities since 2003

- Plan Development
- Right-of-Way Acquisition
- Major Project Financial Plan - 2010
- Creation of Louisville and Southern Indiana Bridges Authority (LASIBA)

Why We are Here

Tolling



Kennedy Interchange

EIS Selected Alternate

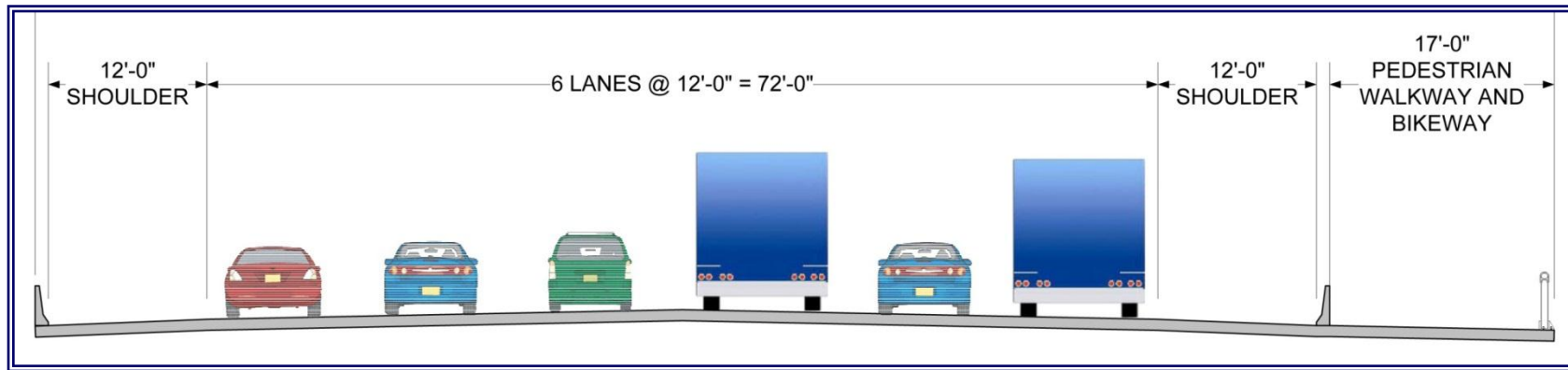


Kennedy Interchange

Modified in-place Alternative

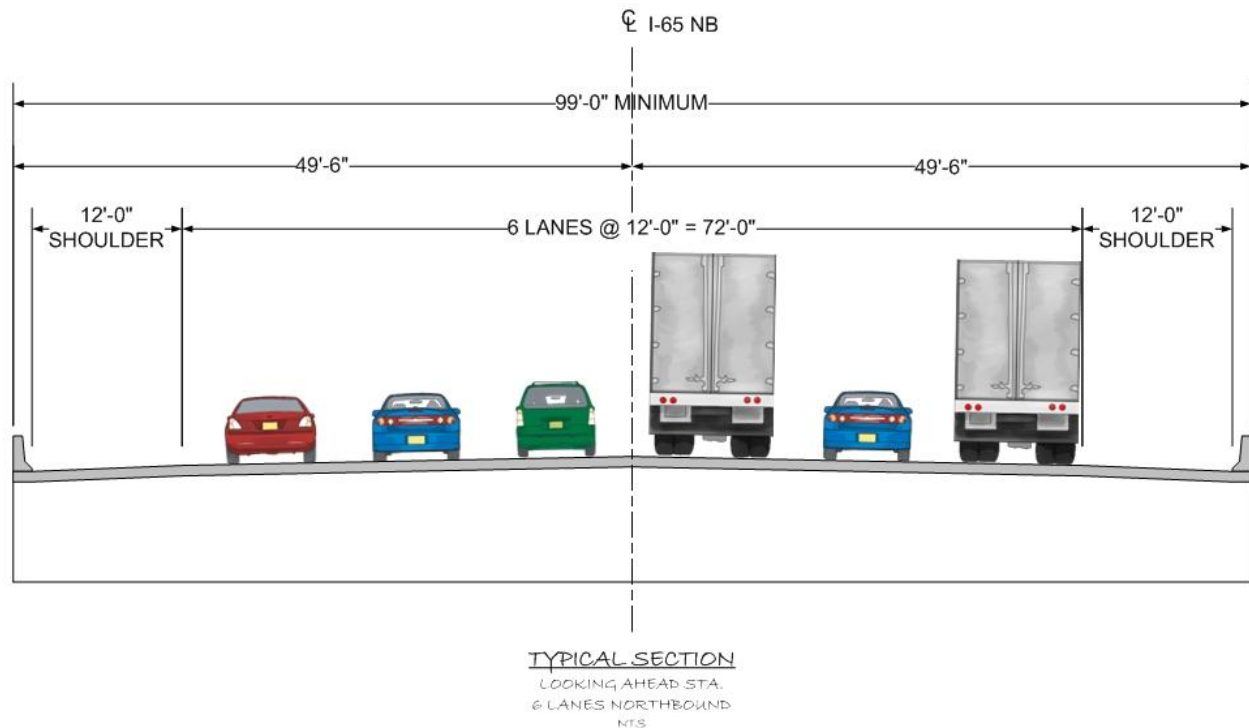


Bridge Cross Section Including Pedestrian Walkway/Bikeway



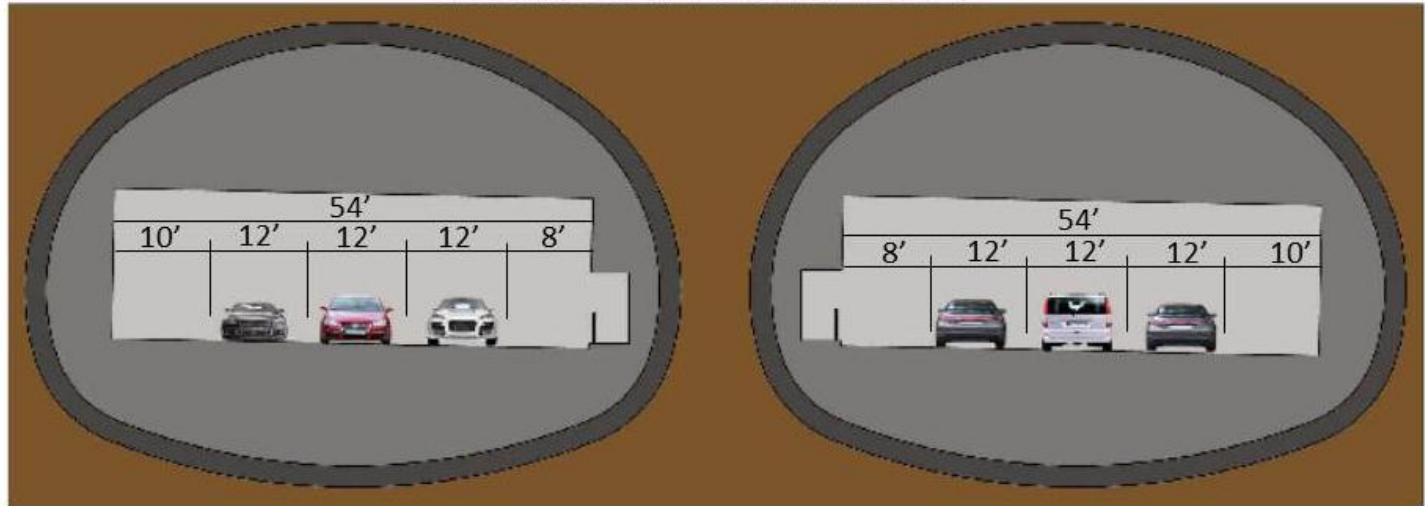
View Looking Toward Indiana

Bridge Cross Section Without Pedestrian Walkway/Bikeway

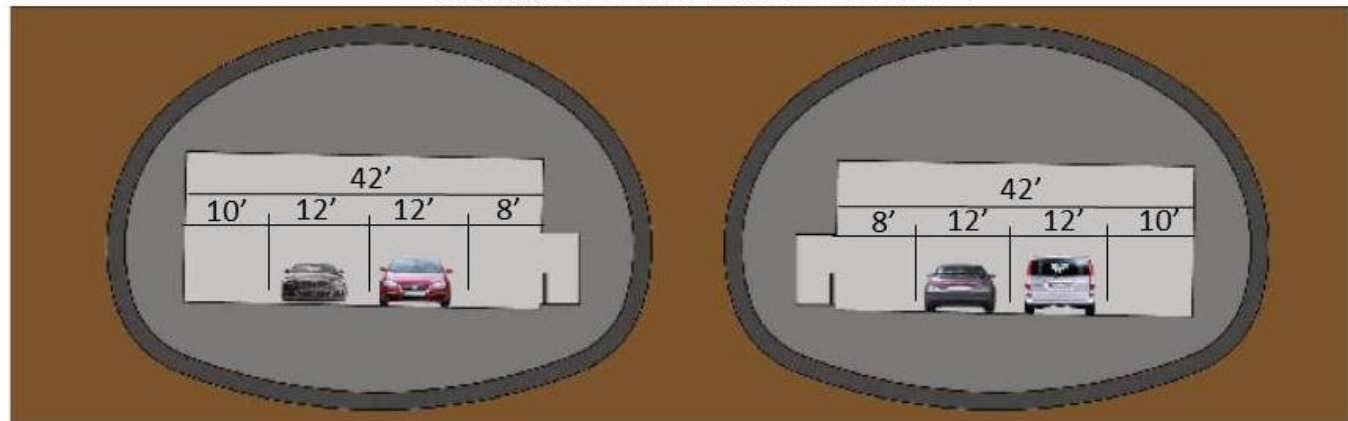


Tunnel Typical East End

ORIGINAL 6-LANE TUNNEL TYPICAL



REDUCED 4-LANE TUNNEL TYPICAL

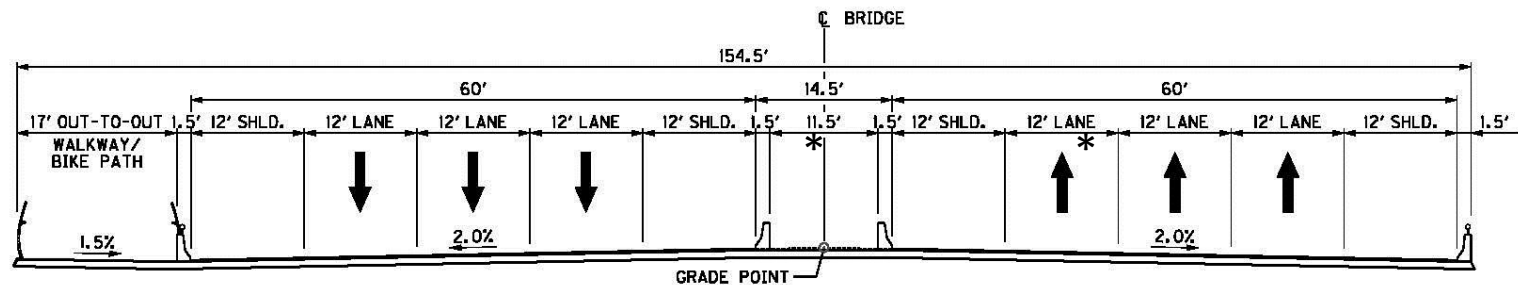


Previous Bridge Design East End

154.5 feet wide

6 lanes with full 12' shoulders

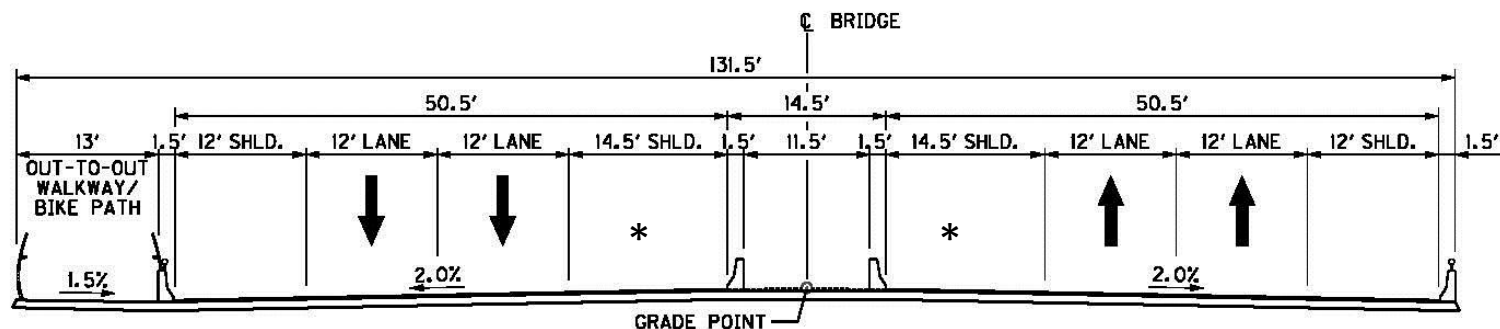
17 foot wide walkway / bikepath (out to out)



* 9'-6" ADJACENT TO TOWERS

Proposed Bridge Design East End

131.5 feet wide (reduction of 23')
4 lanes with full 12' shoulders
6 lanes (if ever needed) with reduced
shoulders (bridge would be re-striped)
13 foot wide walkway / bikepath (out to out)



* 12' ADJACENT TO TOWERS

- Federal requirement to review changes since 2003 Record of Decision
- Purpose and Need has not changed
- Key potential changes:
 - Tolling as a revenue source
 - Cost-saving alternatives
 - Environmental impacts

- No-Action
- The Selected Two Bridges/Highway Alternative, as approved in the FEIS/ROD, with tolls
- A modified version of the Selected Two Bridges/Highway Alternative with tolls. Includes:
 - Reducing the Far East Bridge, roadway, and tunnel from six lanes to four lanes;
 - Reconstruction of the Kennedy Interchange in-place;
 - Removing a pedestrian/bikeway facility from the Downtown Bridge;

Purpose and Need

Inefficient mobility for existing and planned growth in population and employment in the Downtown area and in eastern Jefferson and southeastern Clark Counties

UPDATED WEEKDAY TRAVEL SUMMARIES

	2007	2030 No-Action Alternative	Percent Change
Daily Trips	2,919,000	3,527,000	21%
Vehicle Miles of Travel	24,850,000	32,148,000	29%
Vehicle Hours of Travel	591,645	797,992	35%
Vehicle Hours of Delay	57,743	123,803	114%

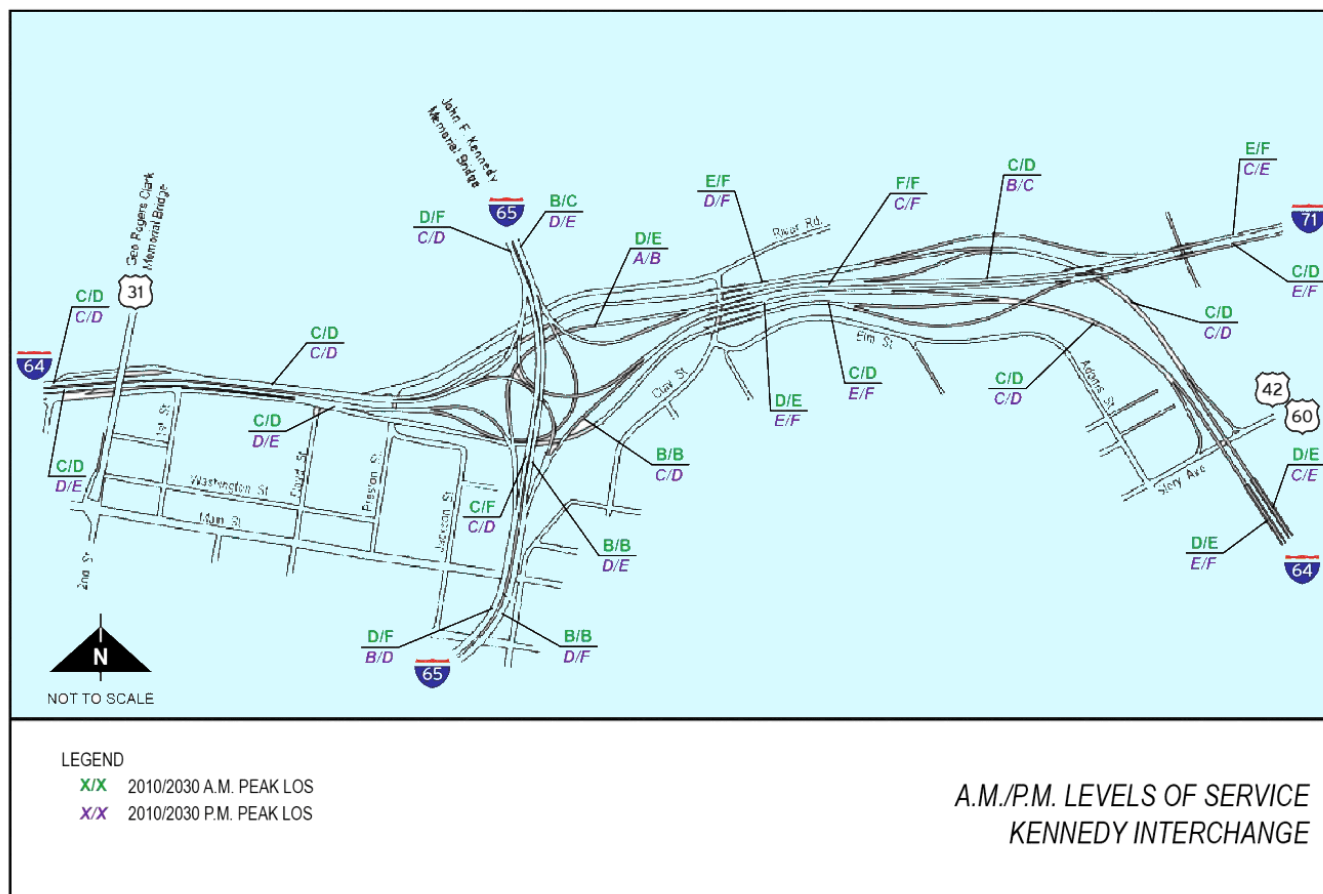
Inefficient Mobility (cont.)

UPDATED DAILY OHIO RIVER VEHICLE CROSSINGS

Bridge	2010	2030 No-Action Alternative
Sherman Minton Bridge (I-64)		
Weekday Traffic Volume	82,000	112,000
Demand as Percent of Capacity	76%	104%
Clark Memorial Bridge (U.S. 31)		
Weekday Traffic Volume	21,900	25,000
Demand as Percent of Capacity	73%	83%
Kennedy Memorial Bridge (I-65)		
Weekday Traffic Volume	122,300	155,000
Demand as Percent of Capacity	97%	123%
Total Daily Ohio River Crossings		
Weekday Traffic Volume	226,200	292,000
Demand as Percent of Capacity	86%	111%

Traffic Congestion

Traffic congestion on the Kennedy Bridge and within the Kennedy Interchange



Traffic congestion on the Kennedy Bridge and within the Kennedy Interchange

Kennedy Interchange Area Weekday Operations

Measure		2010	2030 No-Action
Average Peak-Hour Speed:	A.M. Peak Hour	32 mph	28 mph
	P.M. Peak Hour	23 mph	20 mph
Total Vehicle Hours of Delay:	A.M. Peak Hour	482	535
	P.M. Peak Hour	916	1,240
Throughput as Percent of Demand*:	A.M. Peak Hour	89%	71%
	P.M. Peak Hour	85%	74%

* Throughput is the amount of traffic passing through a roadway system. If throughput is less than 100 percent of demand, traffic backups and diversions result. The lower the throughput, as a percent of demand, the worse the congestion and diversion.

Traffic safety problems within the Kennedy Interchange and on the Kennedy Bridge and its approach roadways.

- The Kennedy Interchange Corridors total crash rate was 138% higher than statewide average.
- Fatal and injury crash rates within the Kennedy Interchange were 23% and 113% higher than the statewide averages, respectively.
- Total crash rate, fatal crash rate, and injury crash rate for the Adjacent Corridors, were 98%, 206%, and 85% higher, respectively.
- The design deficiencies of the Kennedy Bridge and Interchange that were described in the FEIS remain unchanged.

Inadequate Cross-River Transportation System Linkage and Freeway Rerouting Opportunities in the Eastern Portion of the LMA.

- Since the 2003 FEIS, there have been no significant changes to the cross-river transportation system in the LMA. In addition, no other projects have been added to KIPDA's *Horizon 2030* Metropolitan Transportation Plan that would address this issue.

Locally adopted transportation plans that call for two new bridges across the Ohio River and the reconstruction of the Kennedy Interchange.

- On October 7, 2010, KIPDA adopted ***Horizon 2030*** which includes the Selected Two Bridges/Highway Alternative identified in the FEIS/ROD and the need for tolls.

Based on the updated information, all five of the original project need factors presented in the 2003 FEIS remain applicable and unchanged for the SEIS.

Alternative Evaluation Three Step Process

Purpose and Need Screening

Assessment of the Alternatives to meet
Purpose and Need

Environmental Resources and and Fatal Flaw Screening

Alternatives evaluated based Environmental
Screening Factors

Water Resources
Biological Resources
Historic/Cultural
Parkland

Land Use
Social/Community
Economic Resources
Contaminated Materials

Financial Feasibility

The balance between cost and funding

Environmental Analysis Methodology

- Water Resources
 - Surface Water
 - Groundwater
 - Floodplains/Floodways
 - Wetlands
- Biological Resources
 - Soils and Geology
 - Terrestrial Habitat and Wildlife
 - Threatened and Endangered Species
 - State Species
- Historic/Cultural Resources
 - Section 106 Process
 - Historic Properties-Buildings and Districts
 - Archaeological
 - Section 4(f) for Historic Resources
 - Section 106 MOA

- Social, Community and Economic Resources
 - Land use impacts
 - Community resource impacts
 - Relocations and displacements
 - Farmland impacts
 - Pedestrian / Bicycle Facilities
 - Visual impacts
 - Construction Impacts
 - Cumulative and Indirect impacts
 - Economic Impacts
 - Environmental Justice
- Hazardous Materials
- Air Quality
- Traffic Noise
- Energy

Project Meeting Opportunities

- Resource Agency Meeting - May 26, Crowne Plaza Hotel, Louisville - 1:00PM
- Historic Preservation Consultation Team - June 1, McCauley Nicolas Center, Jeffersonville - 9:00 AM
- Regional Advisory Committee - June 15, African - American Heritage Center, 1:30 PM
- 4 Area Advisory Teams - June 16,20,21 and 23
- 2 Public Meetings - June 27 and June 28
- Public Hearings and Comment Period - 45-day period after Draft SEIS release

Thank you for your participation today!

If you have comments or concerns, please return them by

JULY 1, 2011

To:

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