

**From:** [John Sacksteder](#)  
**To:** [Kowalski, Cindy](#); [seis@ctsgec.com](mailto:seis@ctsgec.com)  
**Cc:** ["Jim Hilton "](#)  
**Subject:** FW: TOLLS  
**Date:** Wednesday, January 04, 2012 11:49:01 AM

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**From:** Janice.Osadczyk@dot.gov [mailto:Janice.Osadczyk@dot.gov]  
**Sent:** Wednesday, January 04, 2012 10:49 AM  
**To:** reedersclnr@yahoo.com  
**Cc:** jsacksteder@ctsgec.com; Gary.Valentine@ky.gov; khetric@indot.in.gov  
**Subject:** RE: TOLLS

Dear Denis,

Thank you for your comments concerning the Ohio River Bridges project's DEIS. Your comments are important to us and will be addressed in the FEIS. They will also be added to the project record.

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**From:** doug nalley [mailto:reedersclnr@yahoo.com]  
**Sent:** Thursday, December 29, 2011 11:31 PM  
**To:** Sepulveda, Jose (FHWA)  
**Subject:** I-65 Ohio River Bridges TOLLS

As a business owner in the Louisville metro area (Indiana locale) I don't think the tolling of I-65 bridges fairly spreads the cost-value of the entire project.  
Tolls on the I-65 bridge should not be used to rebuild the interchange of 3 interstate systems for the benefit of only the commuters in Kentucky who will not be charged tolls for using the interchange system.

Tolling will separate the community.

Since the improved infrastructure will benefit the entire region, the entire region should be expected to pay for it.

This could be achieved by a small regional fuel tax of 1% or less.

The cost of administering the toll collection will consume an unnecessarily large amount of the revenue. Also, there are no agreements in effect to allow for the enforcement of toll collection from interstate travelers where the tolls are to be the highest.

The cost to local business will fall predominantly on the Indiana businesses while most of the benefits will accrue on the Kentucky side of the region.

I request that you give this inequity serious attention  
Thank you.

Respectfully,  
Doug Nalley

C.12

D.21

C.16

D.19