ADDITIONAL INFORMATION

DATE: December 20, 2023

TO: Mr. Andrew Passmore, NEPA Team Lead
Indiana Department of Transportation (INDOT) Environmental Services Division (ESD)

Ms. Erica Tait, Team Leader
Federal Highway Administration (FHWA) – Indiana Division

Mr. Danny Peake
Kentucky Transportation Cabinet (KYTC) Division of Environmental Analysis (DEA)

COPY: Mr. Mour Diop
FHWA – Kentucky Division

FROM: Susan Castle, Senior Project Manager
Metric Environmental, LLC

RE: INDOT Lead Des. No. 1702255, Additional Des. Nos. 1702260, 1702254, 1592187, 1702257, 170225 8, 1702259, 1701215, & 1900579 Kentucky Transportation Cabinet (KYTC) Item ID 5-10027

Additional Information to the Final Categorical Exclusion (CE) Level 4 Document, approved October 7, 2020, for the proposed Bridge, Associated Approaches, and Road Improvements located on West 5th Street, West Spring Street, and West Elm Street near the I-64 ramps, I-64 and US 50 Sherman Minton Bridge crossing the Ohio River in New Albany, Floyd County, Indiana and in Louisville, Jefferson County, Kentucky, extending from the I-62 / I-264 interchange in Louisville Kentucky, 3.5 miles to the northwest, to the I-64 / I-265 interchange in New Albany, Indiana. Supplementally, an Additional Information (AI) Document was developed and approved on September 30, 2021 to provide the contractor related details prior to initiation of construction of the project and a Note to File was approved on May, 18, 2023 for a minor alteration of the approved Traffic Management Plan (TMP).

MEMORANDUM

This memorandum provides additional information to the approved National Environmental Policy Act (NEPA) documentation, to account for two changes in Scope on the project. The first alteration involves the installation of new permanent above ground Dynamic Message Signals (DMS) on both the Indiana (IN) and Kentucky (KY) sides of the project. The second alteration includes revision to the construction limits for the Water Street staging area on the IN side of the project. Unless specifically discussed in this document, the impacts as identified in the approved NEPA documents outlined above, remain unchanged. The approved CE document, AI Document, and Note to File without attachments, are located in Appendix C – NEPA Documentation.

Purpose and Need

The overall need for the project is due to the deteriorating structural condition of the existing Sherman Minton Bridge over the Ohio River, the deteriorating associated Indiana and Kentucky approaches, and deteriorating pavement of select associated side streets.

The purpose of the project is to address the deterioration of structural elements of the Sherman Minton Bridge, the associated Indiana and Kentucky approaches, and select associated side streets with the goal of extending the service life of the I-64 Interstate crossing over the Ohio River up to 30 years.

Please refer to Appendix C – NEPA Documentation, pages C6-C-8 for the Purpose and Need, in its entirety.

Additional work in Kentucky

The additional work in KY is associated with the installation of one (1) new DMS in KY approximately 200 feet (ft) east of the KY approach bridges for I-64 Westbound (WB) traffic. Exhibits depicting the locations of the structure are located in Appendix A, pages A5-A6. The DMS foundation will be constructed with a concrete drilled shaft 42 inches (in) in diameter and 22 ft deep. The drilled shaft will be installed partially within the footprint of the Louisville Earthen Levee. In addition to the sign, new electrical conduit and associated infrastructure is needed to be routed to the structure to provide power that will also partially impact the Louisville Earthen Levee. Design plans showing the location and construction details are located in Appendix A, pages A7-A9, A11, A14-16. The installation of the sign and electrical conduit required recoordination with KYTC, the Kentucky Heritage Council, Kentucky State Historic Preservation Office (KHC, KY-SHPO), the Louisville Metropolitan Sewer District (MSD), and United Stated Army Corps of Engineers (USACE). The coordination documentation is located in Appendix B – Correspondence.

Additional work in Indiana

The additional work in IN is associated with the installation of two (2) new DMS and alteration of construction limits and additional work at the Water Street staging area**.** Exhibits showing the locations of these elements are located in Appendix A, pages A2-A3. The first DMS on the IN portion of the project will be a span structure installed across I-64 EB just after the EB Spring Street off ramp. The second will be a butterfly structure between the EB Spring Street off-ramp and the EB Spring Street on-ramp. No additional resource reviews were deemed necessary in relation to these structures since they are within previously disturbed areas within existing ROW, and there are no resources within the footprint of the design change. Design plans showing the location and construction details are located in Appendix A, pages A7, A10, A12-13, and A17-A21.

The changes associated with the Water Street staging area are due to a local project resulting in alteration of the available work area within the project limits. The City of New Albany completed the New Albany Trail and Culvert Replacement project that extended the Ohio River Greenway trail through the INDOT ROW to the West and realigned Water Street to the south to move the road further away from an adjacent skate park. Prior to completion of the local project, discussions occurred with the city to address the reduced area available to the project that would impact access to critical areas of the Sherman Minton structure to perform the required rehabilitation activities. It was determined that the best way to allow completion of the local project while providing adequate work area for the SMCP was to leave the footprint of the original Water Street pavement and extend the construction limits of the project laterally to the east and west of the INDOT ROW. This alteration involves minor changes to the Indiana Department of Natural Resources (IDNR) Construction in a Floodway Permit (CIF) as well as a reduction of the impact to the 4(f) designated Ohio River Greenway Trail. See Appendix B, pages B4-B6 for the approval from the City. Plan sheets showing the locations of the alterations are located in Appendix A, pages A22-A23.

Justification for Additional Information

Due to the additional work described above, additional services to include Threatened or Endangered Species, Section 106 Cultural Resources, Section 4(f) resources, and Permits were required. No other additions or changes to the project are anticipated.

SUPPLEMENTAL RESOURCE REVIEW:

Threatened or Endangered Species

The placement of the DMS within the median of I-64 EB and I-64 WB in KY was determined to need additional documentation relating to Threatened or Endangered Species due to introduction of a new lighting element. This was coordinated with KYTC and an updated No Effect Finding was provided. See Appendix B, pages B10-B30 for the updated documentation.

Section 106 Cultural Resources

The location of the KY DMS sign is within the footprint of the National Register of Historic Places (NRHP) eligible Louisville Earthen Levee, and thus additional coordination was required to occur with the KHC/KY-SHPO. There were two separate coordination efforts. The first effort was related to gaining approval to conduct a geotechnical bore within the levee to assess the underlying soil conditions of the location in order to facilitate final design of the structure. Once the design details were finalized supplemental coordination occurred to obtain approval for the sign itself. No Adverse Effect concurrences were received on November 22, 2022 and April 3, 2023, respectively. See Appendix B, pages B7-B9 for this documentation.

Section 4(f)

Supplemental Section 4(f) coordination was not required for impacts to the levee as a 4(f) resource due to the Programmatic MOU between KYTC and FHWA following receipt of the No Adverse Effect concurrences received by the KHC/KY-SHPO.

Additionally, further public notice was deemed not necessary for the Water Street construction limit alteration due to reduction of impact to the Ohio River Greenway Trail and reopening of the trail ahead of schedule.

Permits

Supplemental permitting efforts were required for the KY DMS and the Water Street project footprint alteration.

Coordination occurred with KY-USACE and Louisville MSD to obtain permit approvals for the levee alterations associated with the KY DMS structure. An amendment to the original permit application was approved on November 11, 2022 for the geotechnical boring. A new permit application was approved on June 7, 2023 for the installation of the electrical conduit and sign structure.

A revision to the IDNR CIF permit was submitted on April 25, 2023 and is in review with the IDNR, it is not anticipated that there will be any concerns due to the reduction of floodway impacts. Additionally, project activities beyond INDOT ROW in the area of impact will be conducted in accordance with the City of New Albany's CIF permit (FW-31745).

Updates to the Stormwater Pollution Prevention Plan (SWPPP) and Stormwater Quality Control (SWQCP) are required in accordance with KYR-10 and Indiana Department of Environmental Management (IDEM) Construction Stormwater General Permit (CSGP) to account for the additional disturbed areas created by the DMS and associated electrical work as well as the alteration to the construction limits and project footprint at the Water Street Staging area.

Additional Firm Environmental Commitments:

Compliance with the commitments outlined below will be the responsibility of KCC and shall be incorporated into the Environmental Compliance and Mitigation Plan (ECMP) Quarterly Update and associated Tracking Spreadsheet. INDOT as the project owner will be responsible for incorporating the new commitments into the Technical Provisions.

1. Kokosing Construction Company (KCC) will be responsible for removal of the original Water St. pavement and establishment of vegetation upon completion of operations.
2. KCC will submit a complete, digital set of as-built drawings to KY-USACE and Louisville MSD for this project within 30 days after completion of work.
3. Digital construction photos must be submitted to KY-USACE and Louisville MSD for before, during and after construction conditions within 30 days after project completion.
4. KCC is responsible for any damage to the embankment/floodwall and is required to make necessary repairs to restore it to the as-built condition, including restoration of sod cover, at the completion of work.

CONCLUSIONS:
The installation of the DMS and alteration of the construction footprint at the IN Water Street staging area have no effect. No additional impacts are expected during construction of this project.

All other proposed improvements identified in the CE document approved October 7, 2020, the AI document approved September 30, 2021 and the Note to File approved on May, 18, 2023, remain unchanged. Therefore, the supplemental review of environmental resources has been completed.

Name and organization of AI Preparer: Susan Castle, Metric Environmental, LLC

Approval

Drew Passmore INDOT ESD Signature	January 4, 2024 Date
KARSTIN MARIE CARMANY-GEORGE Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2024.01.17 08:39:30 -05'00' INDIANA FHWA Signature	Date
Daniel R Peake KYTC DEA Signature	1/5/24 Date

APPENDIX A

Exhibits

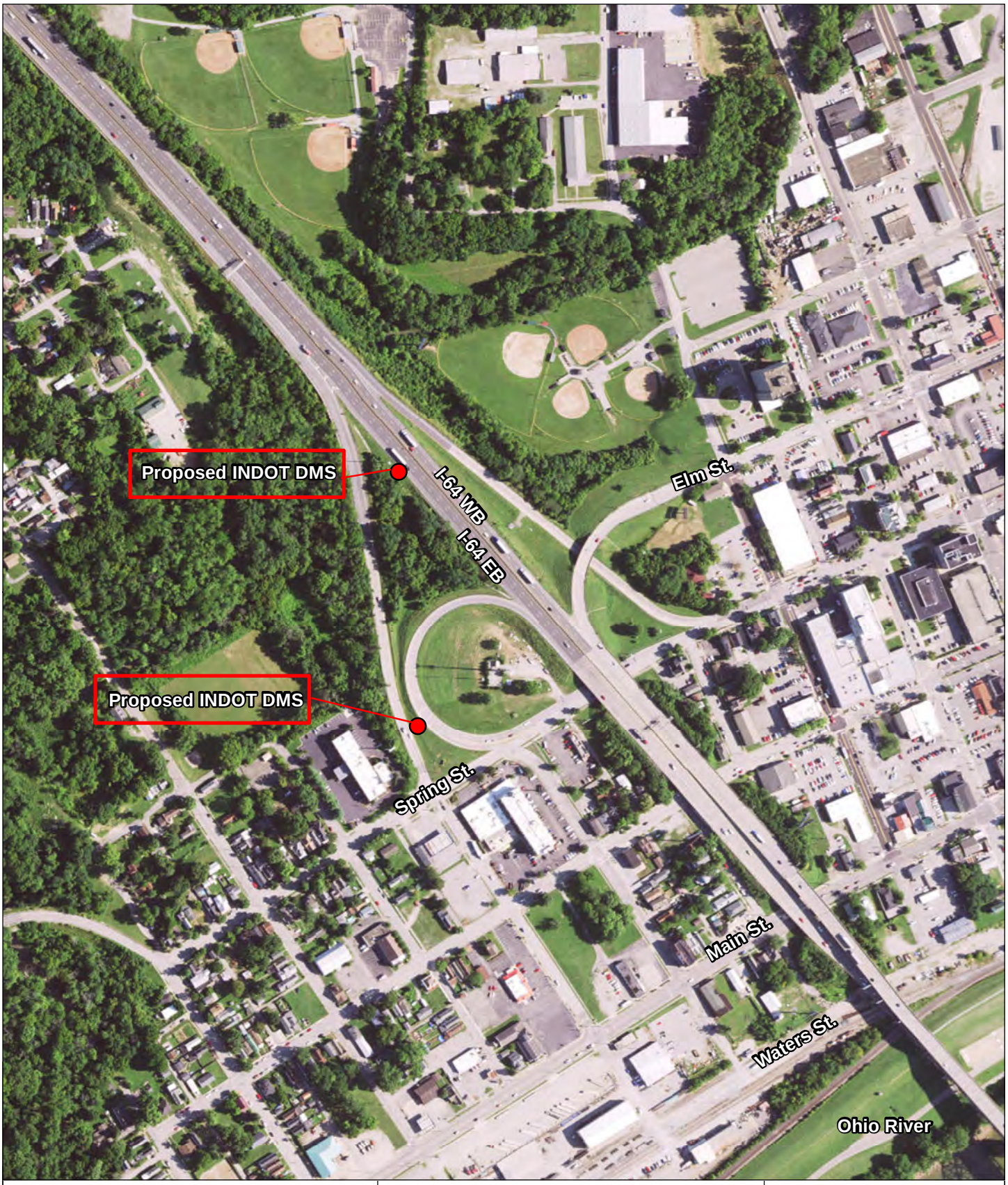


Exhibit 1- IN DMS Elements Locations
Sherman Minton Corridor Project
Jefferson County, Kentucky
Des. No. 1702255 (lead)
Metric Project No. 20-0201
Map Date: 8/30/23
Map Author: Aileen Driscoll

N

0 220 440 880
Feet

METRIC ENVIRONMENTAL

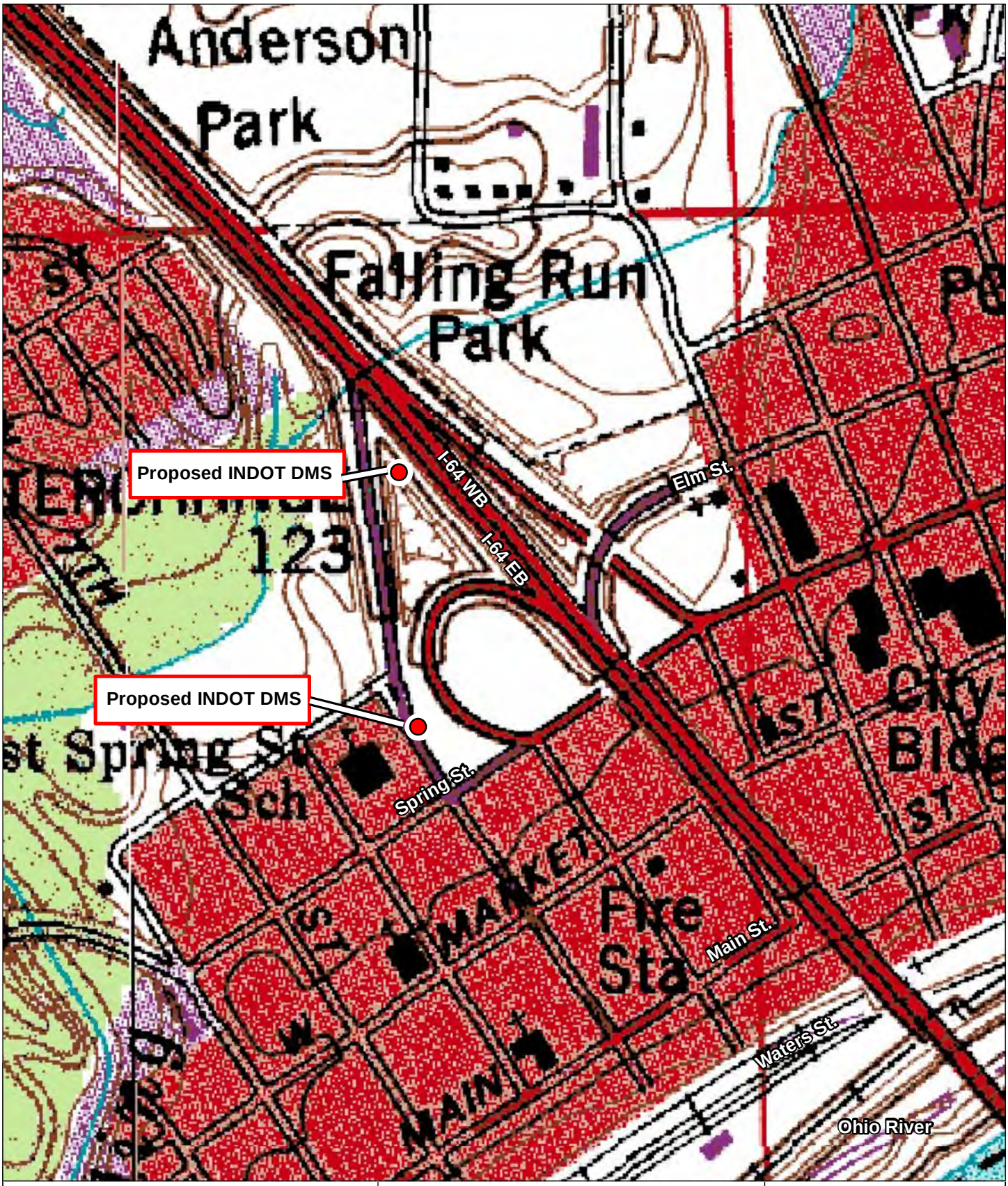
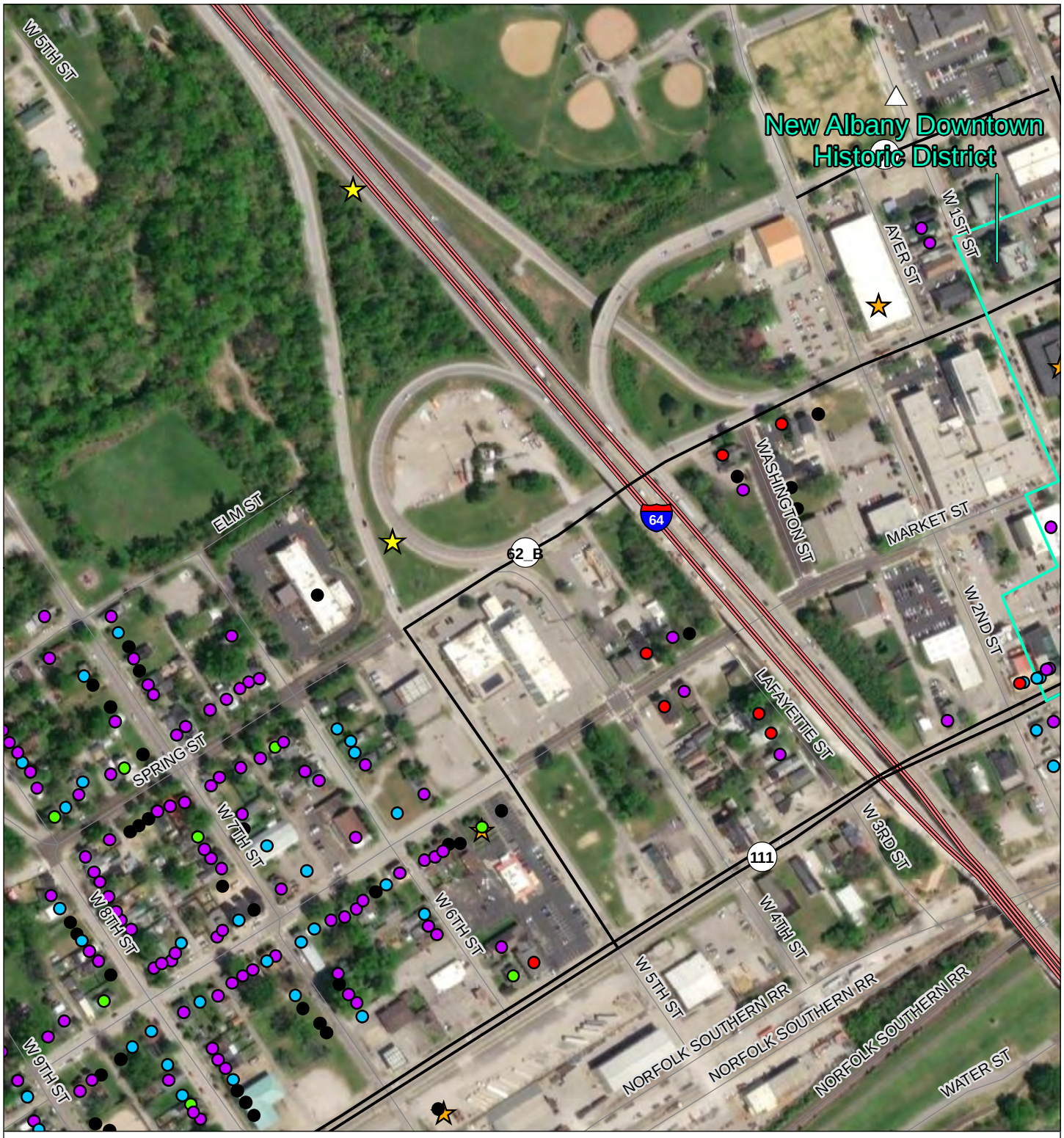


Exhibit 2- Topographic Map
IN DMS Elements Locations
Sherman Minton Corridor Project
Jefferson County, Kentucky
Des. No. 1702255 (lead)
Metric Project No. 20-0201
Map Date: 8/30/23
Map Author: Aileen Driscoll

N

0 220 440 880
Feet

METRIC ENVIRONMENTAL



Dynamic Message Signal Location

Contributing

Demolished

Non-Contributing

Notable

Outstanding

National Register Sites

Historic Districts

Cemeteries

Dynamic Message Signal location and historic properties on a 2023 aerial photograph
Sherman Minton Bridge
Louisville, Jefferson County, Kentucky
Metric Project No. 20-0201
Map Date: 09/20/2023

All Locations Approximate

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 40 m

Meters

0 40 80

METRIC ENVIRONMENTAL

Exhibit 1- KY DMS Elements Location
Sherman Minton Corridor Project
Jefferson County, Kentucky
Des. No. 1702255 (lead)
Metric Project No. 20-0201
Map Date: 8/30/23
Map Author: Aileen Driscoll

N

0 225 450 900
Feet

METRIC ENVIRONMENTAL

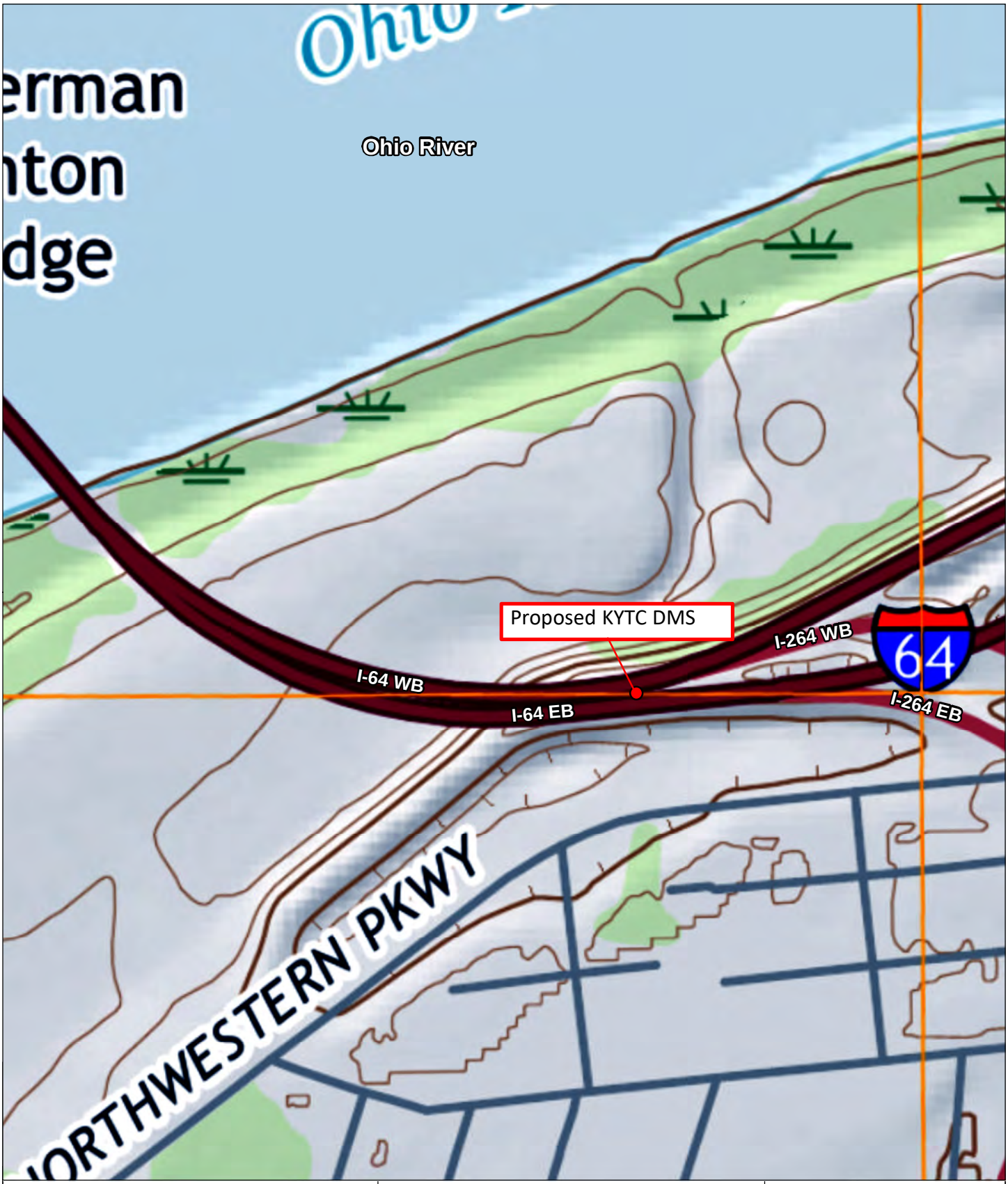
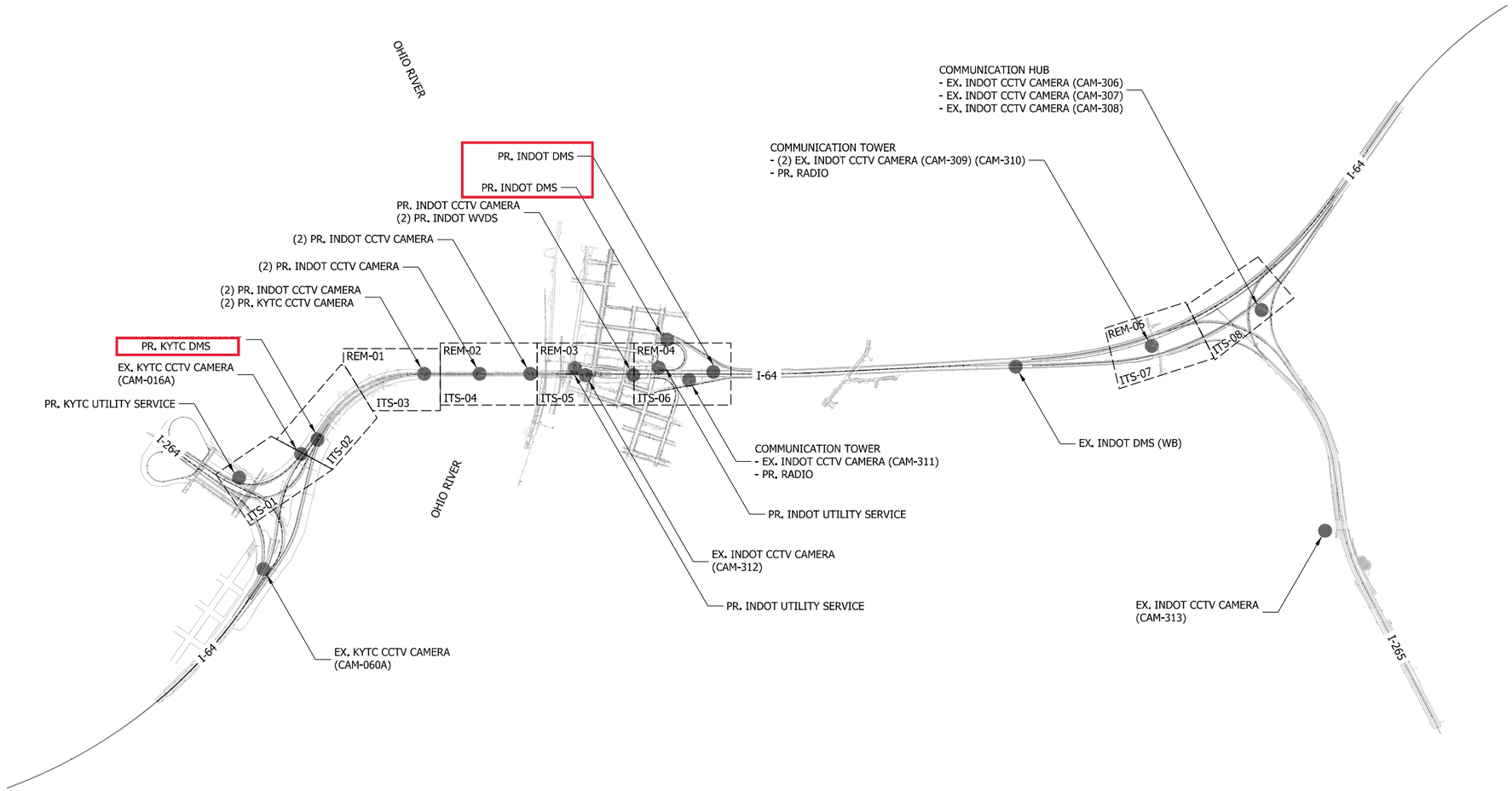


Exhibit 2- Topographic Map
KY DMS Elements Location
Sherman Minton Corridor Project
Jefferson County, Kentucky
Des. No. 1702255 (lead)
Metric Project No. 20-0201
Map Date: 8/30/23
Map Author: Aileen Driscoll

N

0 220 440 880
Feet

METRIC ENVIRONMENTAL



SCALE: 1" = 1000'
0' 500' 1000'

GEN-03

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

JOSHUA JAY ZVOLANEK
REGISTERED
PE12200583
STATE OF INDIANA
PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 4/14/2023 DATE

DESIGNED: JJZ 4/14/2023 | DRAWN: MPK 4/14/2023

CHECKED: KFA 4/14/2023 | CHECKED: KFA 4/14/2023

INDIANA
DEPARTMENT OF TRANSPORTATION

INTELLIGENT TRANSPORTATION SYSTEMS
OVERVIEW AND SHEET LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1"=1000'	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	4 of 83
CONTRACT	PROJECT
B-40719	1702255

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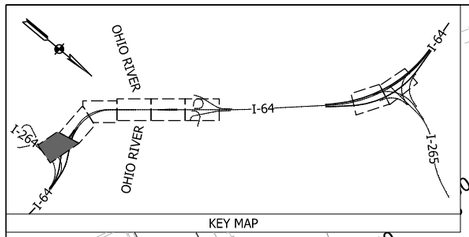
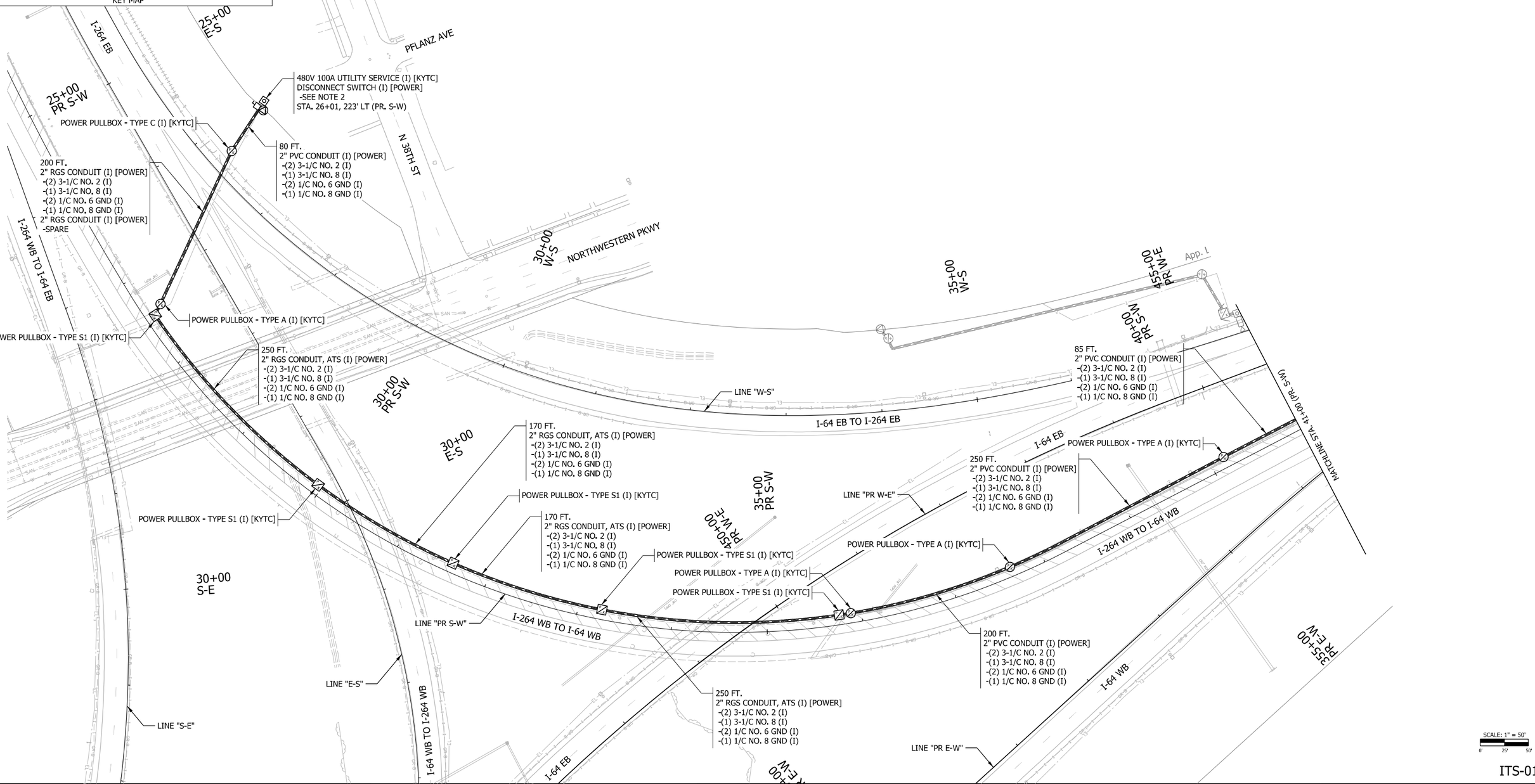
Model: 01_Sheet

PULLBOX TYPE	DESCRIPTION	L x W x H
TYPE A	KYTC - TYPE A	25" x 15" x 30"
TYPE B	KYTC - TYPE B	20" x 13" x 12"
TYPE C	KYTC - TYPE C	38" x 26" x 30"
TYPE I	INDOT - TYPE I	2'-6" x 3'-6"
TYPE S1	POWER PULLBOX, ATTACHED TO STRUCTURE	24" x 24" x 8"
TYPE S2	FIBER PULLBOX, ATTACHED TO STRUCTURE	36" x 36" x 16"
TYPE V1	VAULT, GROUND MOUNTED	4' x 4' x 4'
TYPE V2	VAULT, ATTACHED TO STRUCTURE	36" x 36" x 16"

NOTES:
1. WORK RELATED TO POWER SERVICE INSTALLATION SHOWN AT PFLANZ AVENUE IS CONTIGENT UPON APPROVAL OF CONTRACT CHANGE NOTICE.
2. DISCONNECT SWITCH SHALL BE LG&E REQUIREMENTS.





SCALE: 1" = 50'
0' 25' 50'

ITS-01

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

STATE OF KENTUCKY
JOSHUA JAY ZVOLANEK
37993
LICENSED PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — Joshua J Zvolanek — DESIGN ENGINEER — 4/14/2023 DATE

DESIGNED: JJZ 4/14/2023 | DRAWN: MPK 4/14/2023

CHECKED: KFA 4/14/2023 | CHECKED: KFA 4/14/2023

INDIANA
DEPARTMENT OF TRANSPORTATION

INTELLIGENT TRANSPORTATION SYSTEMS
PROPOSED PLAN
STA. 25+00 TO STA. 41+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	10 of 83
CONTRACT	PROJECT
B-40719	1702255

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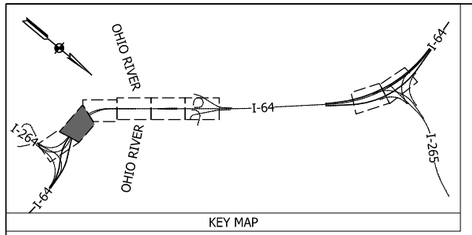

KEY MAP

PULLBOX TYPE	DESCRIPTION	L x W x H
TYPE A	KYTC - TYPE A	25" x 15" x 30"
TYPE B	KYTC - TYPE B	20" x 13" x 12"
TYPE C	KYTC - TYPE C	38" x 26" x 30"
TYPE I	INDOT - TYPE I	2'-6" x 3'-6"
TYPE S1	POWER PULLBOX, ATTACHED TO STRUCTURE	24" x 24" x 8"
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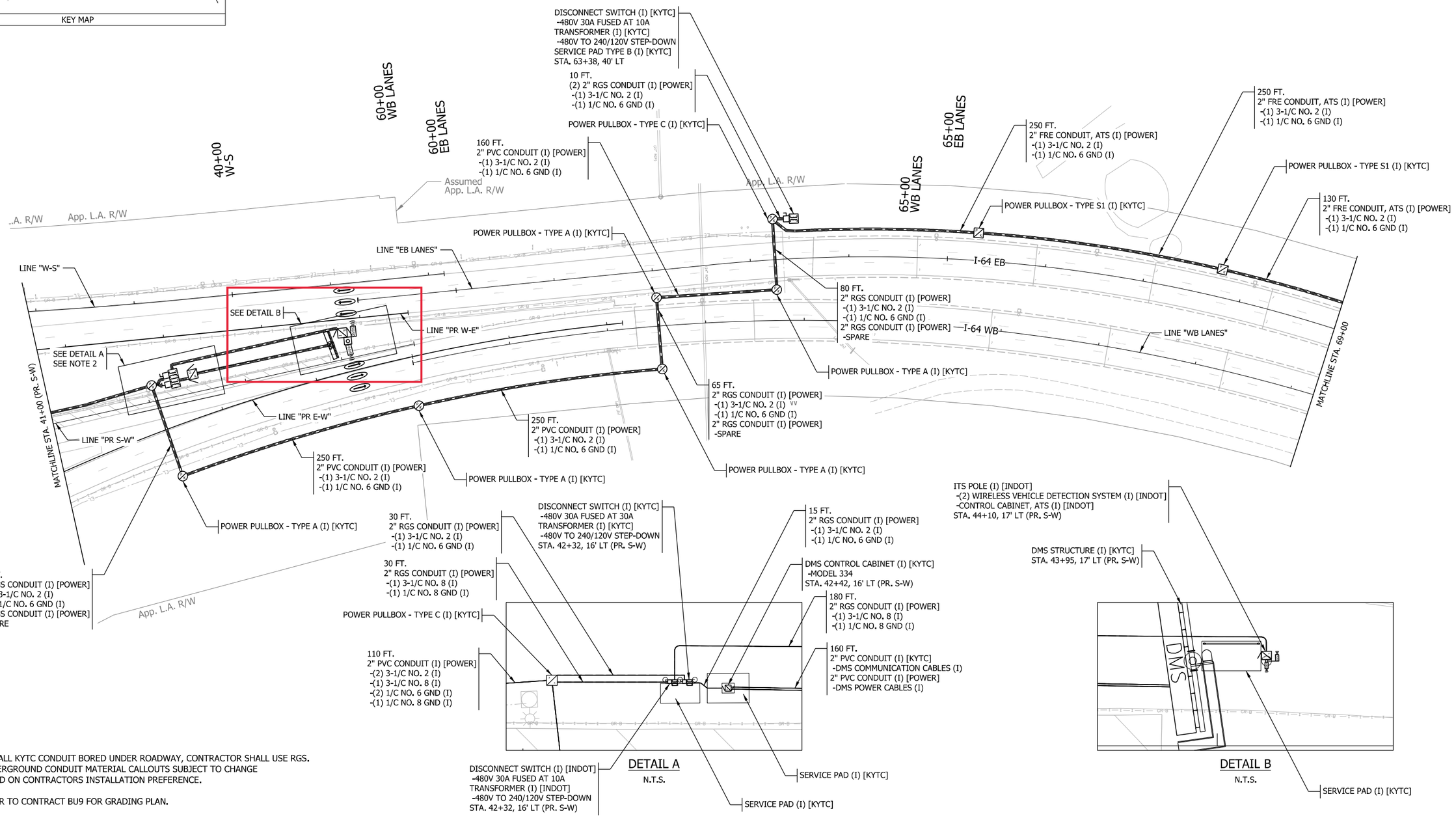
TYPE V2	VAULT, ATTACHED TO STRUCTURE	36" x 36" x 16"



DETAIL A
N.T.S.

DETAIL B
N.T.S.

SCALE: 1" = 50'
0' 25' 50'

NOTES:
1. FOR ALL KYTC CONDUIT BORED UNDER ROADWAY, CONTRACTOR SHALL USE RGS. UNDERGROUND CONDUIT MATERIAL CALLOUTS SUBJECT TO CHANGE BASED ON CONTRACTORS INSTALLATION PREFERENCE.
2. REFER TO CONTRACT BU9 FOR GRADING PLAN.

ITS-02

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

STATE OF KENTUCKY
JOSHUA JAY ZVOLANEK
37993
LICENSED PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Joshua J Zolanek 4/14/2023
DESIGN ENGINEER DATE

DESIGNED: JJZ 4/14/2023 DRAWN: MPK 4/14/2023
CHECKED: KFA 4/14/2023 CHECKED: KFA 4/14/2023

INDIANA
DEPARTMENT OF TRANSPORTATION

INTELLIGENT TRANSPORTATION SYSTEMS
PROPOSED PLAN
STA. 41+00 TO STA. 69+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	11 of 83
CONTRACT	PROJECT
B-40719	1702255

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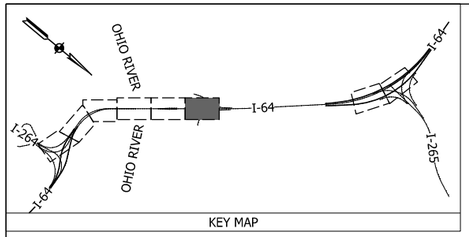

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TYPE V1	VAULT, GROUND MOUNTED	4' x 4' x 4'
TYPE V2	VAULT, ATTACHED TO STRUCTURE	36" x 36" x 16"

DISCONNECT SWITCH (I) [INDOT]
-240/120V 60A FUSED AT 60A
STA. 5+48, 66' LT (RAMP A1)

5+00 RAMP A1

DMS STRUCTURE (I) [INDOT] (SEE NOTE 6)
SERVICE PAD TYPE A (I) [INDOT]
STA. 5+48, 64' LT (RAMP A1)

150 FT.
2" RGS CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

150 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)

70 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

POWER PULLBOX - TYPE I (I) [INDOT]
FIBER PULLBOX - TYPE I (I) [INDOT]

RAMP A1

LINE "RAMP C1"

10+00 RAMP C1

RAMP C1

LINE "RAMP A1"

Exist. R/W

W 4TH ST

Exist. R/W

70 FT.
(2) 1½" HDPE CONDUIT (I) [KYTC]
(4) 2" HDPE CONDUIT (I) [BROADBAND]
(3) 1½" HDPE CONDUIT (I) [INDOT]
-192 STRAND SM FOC, BACKBONE (I)
-TRACER WIRE (I)
(3) 2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

POWER PULLBOX - TYPE I (I) [INDOT]
FIBER PULLBOX - TYPE I (I) [INDOT]

320 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

FIBER VAULT - VAULT (I) [INDOT]
-FIBER SPLICE CLOSURE
-FIBER OPTIC LATERAL SPLICE
FIBER PULLBOX - TYPE I (I) [KYTC]
FIBER PULLBOX - TYPE I (I) [BROADBAND]
POWER PULLBOX - TYPE I (I) [INDOT]

Exist. R/W

W SPRING ST

30 FT.
2" HDPE CONDUIT (E) [POWER]
-(1) 3-1/C NO. 2 (E)
-(1) 1/C NO. 6 GND (E)
2" HDPE CONDUIT (I) [POWER]
-(2) 3-1/C NO. 2 (I)
-(2) 1/C NO. 6 GND (I)

115+00 EB LANES

POWER PULLBOX (E) [INDOT]
-DRILL EXISTING PULLBOX (I)
FIBER PULLBOX - TYPE I (I) [INDOT]

200 FT.
2" HDPE CONDUIT (E) [POWER]
-(1) 3-1/C NO. 2 (E)
-(1) 1/C NO. 6 GND (E)
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

230 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

120+00 EB LANES

10+00 RAMP A1

500 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

POWER PULLBOX - TYPE I (I) [INDOT]
FIBER PULLBOX - TYPE I (I) [INDOT]

App. L.A. R/W

UTILITY SERVICE POLE (E) [INDOT]
-240/120V 200A UTILITY SERVICE (I) [INDOT] (SEE NOTE 3)
STA. 115+83, 105' LT

POWER PULLBOX (E) [INDOT]
-DRILL EXISTING PULLBOX (I)

1+00 RAMP D1

POWER PULLBOX - TYPE I (I) [INDOT]
FIBER PULLBOX - TYPE I (I) [INDOT]

DISCONNECT SWITCH (I) [INDOT]
-240/120V 60A FUSED AT 60A
SERVICE PAD TYPE B (I) [INDOT]
STA. 124+28, 70' LT

125+00 EB LANES

MATCHLINE STA. 112+00

I-64 EB

500 FT.
(2) 1½" HDPE CONDUIT (I) [KYTC]
(4) 2" HDPE CONDUIT (I) [BROADBAND]
(3) 1½" HDPE CONDUIT (I) [INDOT]
-192 STRAND SM FOC, BACKBONE (I)
-TRACER WIRE (I)
(3) 2" HDPE CONDUIT (I) [POWER]

I-64 WB

140 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)

POWER PULLBOX (E) [INDOT]

2" HDPE CONDUIT (E) [POWER]
-(1) 3-1/C NO. 2 (E)
-(1) 1/C NO. 6 GND (E)

ITS POLE (E) [INDOT]
-WIRELESS VEHICLE DETECTION SYSTEM (E)
STA. 120+50, 48' RT

LINE "EB LANES"

POWER PULLBOX (E) [INDOT]

2" HDPE CONDUIT (E) [POWER]
-(1) 3-1/C NO. 2 (E)
-(1) 1/C NO. 6 GND (E)

COMMUNICATION TOWER (E) [INDOT]
-CCTV CAMERA (E)
-CONTROL CABINET, ATS (E) (SEE NOTE 1)
-PATCH PANEL (I)
-CORE SWITCH (I)
-HIGH BANDWIDTH ETHERNET RADIO (I)
STA. 120+53, 91' RT

65' SPAN DMS STRUCTURE (I) [INDOT]
STA. 124+28

FIBER VAULT - VAULT (I) [INDOT]
-(1) FIBER SPLICE CLOSURE
-(2) FIBER OPTIC LATERAL SPLICE (SEE NOTE 4)
FIBER PULLBOX - TYPE I (I) [KYTC]
FIBER PULLBOX - TYPE I (I) [BROADBAND]

CCTV CAMERA (E) [NEW ALBANY]

150 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I) [INDOT]
2" HDPE CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

App. L.A. R/W

RAMP B1

RAMP D1

20 FT.
2" HDPE CONDUIT (I) [INDOT]
-12 STRAND SM FOC, LATERAL (I)
2" RGS CONDUIT (I) [POWER]
-(1) 3-1/C NO. 2 (I)
-(1) 1/C NO. 6 GND (I)

LINE "RAMP D1"

15+00 RAMP D1

Exist. R/W

280 FT.
(2) 1½" HDPE CONDUIT (I) [KYTC]
(4) 2" HDPE CONDUIT (I) [BROADBAND]
(3) 1½" HDPE CONDUIT (I) [INDOT]
-192 STRAND SM FOC, BACKBONE (I)
-TRACER WIRE (I)

20 FT.
2" PVC HDPE CONDUIT (E) [INDOT]
-(2) 12 STRAND SM FOC, LATERAL (I)
-TRACER WIRE (I)

FIBER PULLBOX (E) [INDOT]
-DRILL PULLBOX (I)
-SPLICE EXISTING CABLE TO PROPOSED CABLE (SEE NOTE 5)
-BEGIN FIBER INSTALLATION

Exist. R/W

FIBER VAULT - TYPE V1 (I) [INDOT] (SEE NOTE 2)
-FIBER SPLICE CLOSURE (I)
FIBER VAULT - TYPE V1 (I) [KYTC]
FIBER VAULT - TYPE V1 (I) [BROADBAND]

10+00 RAMP D1

180 FT.
1½" HDPE CONDUIT (I) [INDOT]
-(2) 12 STRAND SM FOC, LATERAL (I)
-TRACER WIRE (I)

LINE "RAMP B1"

5+00 RAMP D

NOTES:
1. EXISTING CABINET TO BE MODIFIED TO PROVIDE POWER TO POINT TO POINT RADIO.
2. INDOT FIBER VAULT AT STA. 118+71 SHALL CONTAIN AN ADDITIONAL 150 FEET OF FIBER.
3. EXISTING SERVICE TO BE REPLACED WITH A 240/120V 200 AMP SERVICE AND WILL PROVIDE POWER TO ALL EXISTING AND PROPOSED DEVICES. PRIOR TO MODIFYING THE SERVICE AND INTERRUPTION TO EXISTING UTILITY CONNECTION, CONTRACTOR SHALL CONTACT INDOT A WEEK IN ADVANCE OF TEMPORARY POWER SHUTDOWN. MAXIMUM POWER SERVICE OUTAGE SHALL NOT EXCEED 48 HOURS DUE TO CONTRACTOR RELATED WORK ITEMS. SHOULD UTILITY PROVIDER REQUIRE A SERVICE OUTAGE FOR LONGER TO UPGRADE EQUIPMENT, CONTRACTOR SHALL NOTIFY INDOT.
4. SEE SHEET COM-05 FOR FIBER LATERAL SPLICING DETAILS.
5. SEE SHEET COM-04 FOR FIBER SPLICE DETAIL AT FINAL PULLBOX.
6. CONTRACTOR SHALL LOCATE SANITARY LINES PRIOR TO DRILLING FOUNDATION.

SCALE: 1" = 50'
0' 25' 50'

ITS-06

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

JOSHUA JAY ZVOLANEK REGISTERED PE12200583 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Joshua J Zvolanek 4/14/2023
DESIGN ENGINEER DATE

DESIGNED: JJZ 4/14/2023 DRAWN: MPK 4/14/2023
CHECKED: KFA 4/14/2023 CHECKED: KFA 4/14/2023

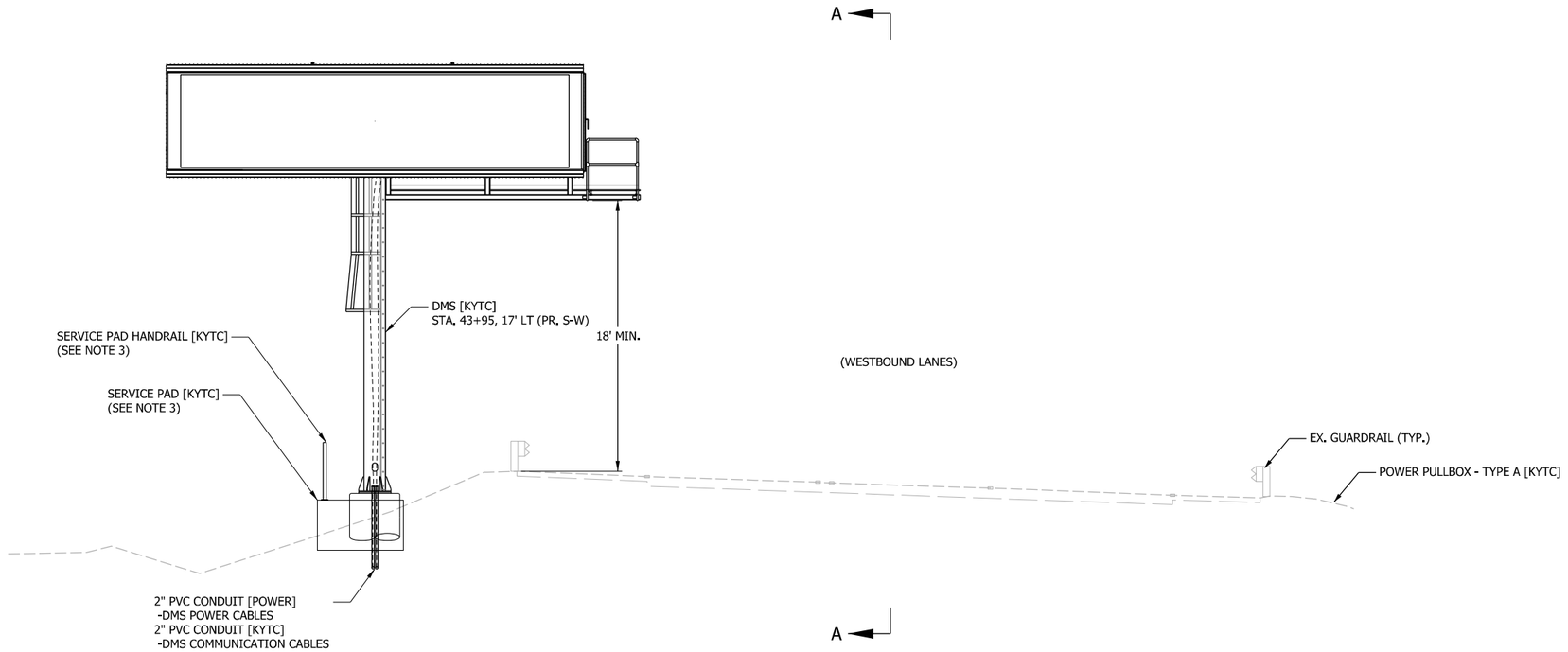
INDIANA
DEPARTMENT OF TRANSPORTATION

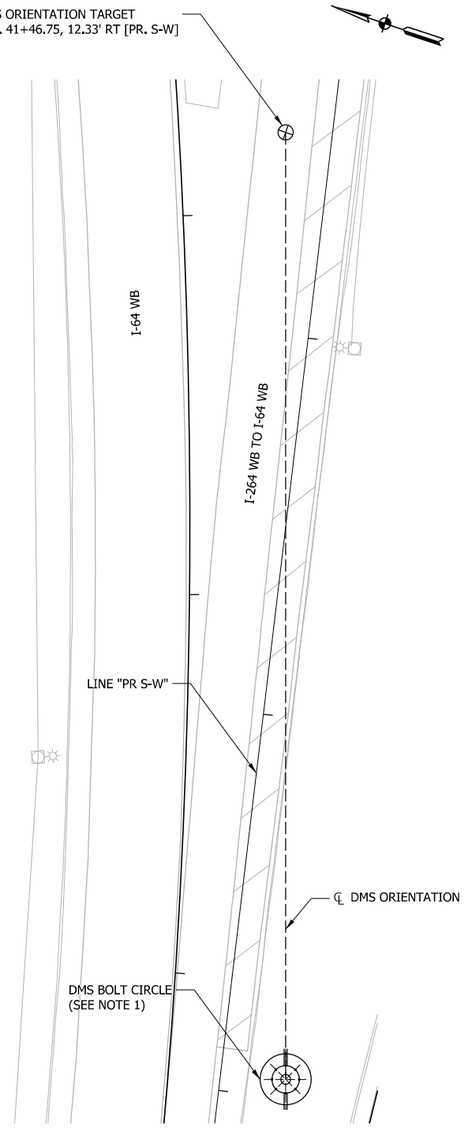
INTELLIGENT TRANSPORTATION SYSTEMS
PROPOSED PLAN
STA. 112+00 TO STA. 127+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	15 of 83
CONTRACT	PROJECT
B-40719	1702255

Plot: 11-APR-2023 17:11 PM
File: pw://ProjectWiseAMER.Jacobs.com:Jacobs_US_B_I_SS4/Documents/F3W980XX_Sherman_Minton_Corridor/F3W98001/700cadd/712its/BU13/03-SHT/BU13_030_ITS-006.dgn
Model: 01_Sheet

NOTES:
1. SEE SHEET 61 FOR BUTTERFLY STRUCTURE JUNCTION BOX DETAILS.
2. SEE SHEET DET-04 FOR DISCONNECT SWITCH DETAILS.
3. SEE DET-14 AND DET-15 FOR SERVICE PAD DETAILS AND DIMENSIONS.

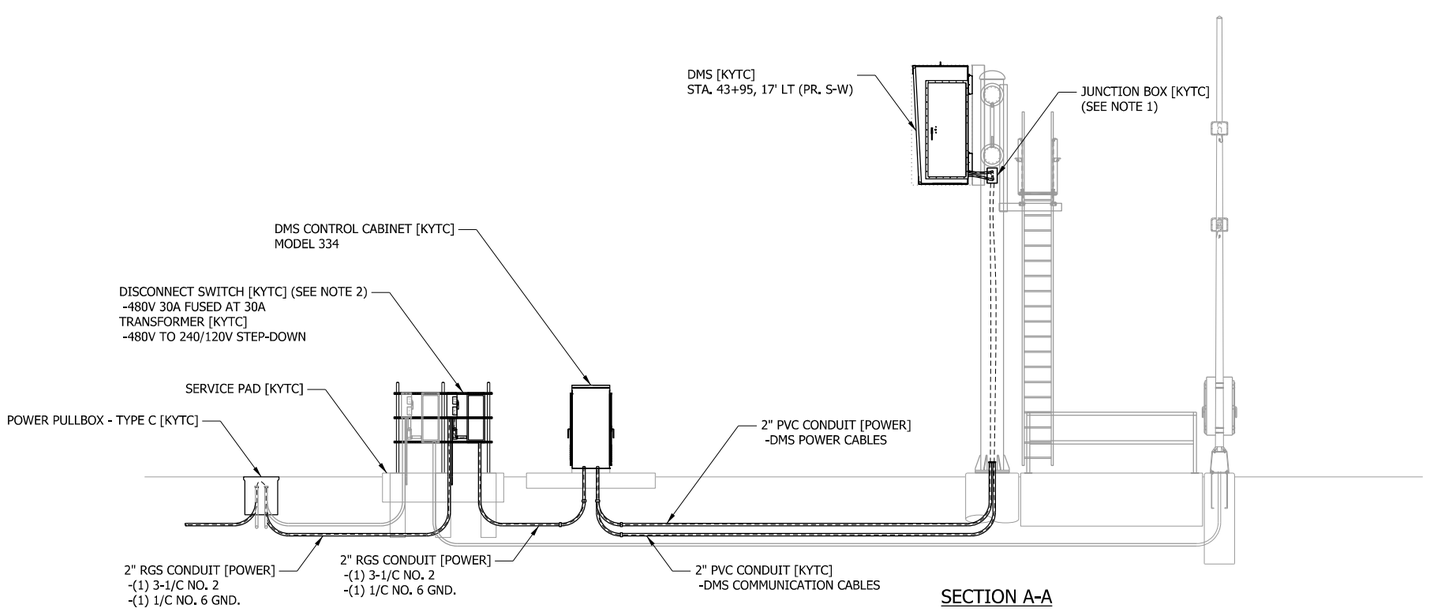




DMS ORIENTATION

A

STA. 43+95 PR. S-W
(LOOKING UPSTATION)



SECTION A-A

SPD-01

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

STATE OF KENTUCKY
JOSHUA JAY ZVOLANEK
37993
LICENSED PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Joshua J Zvolanek 4/14/2023
DESIGN ENGINEER DATE

DESIGNED: JJZ 4/14/2023 DRAWN: MPK 4/14/2023
CHECKED: KFA 4/14/2023 CHECKED: KFA 4/14/2023

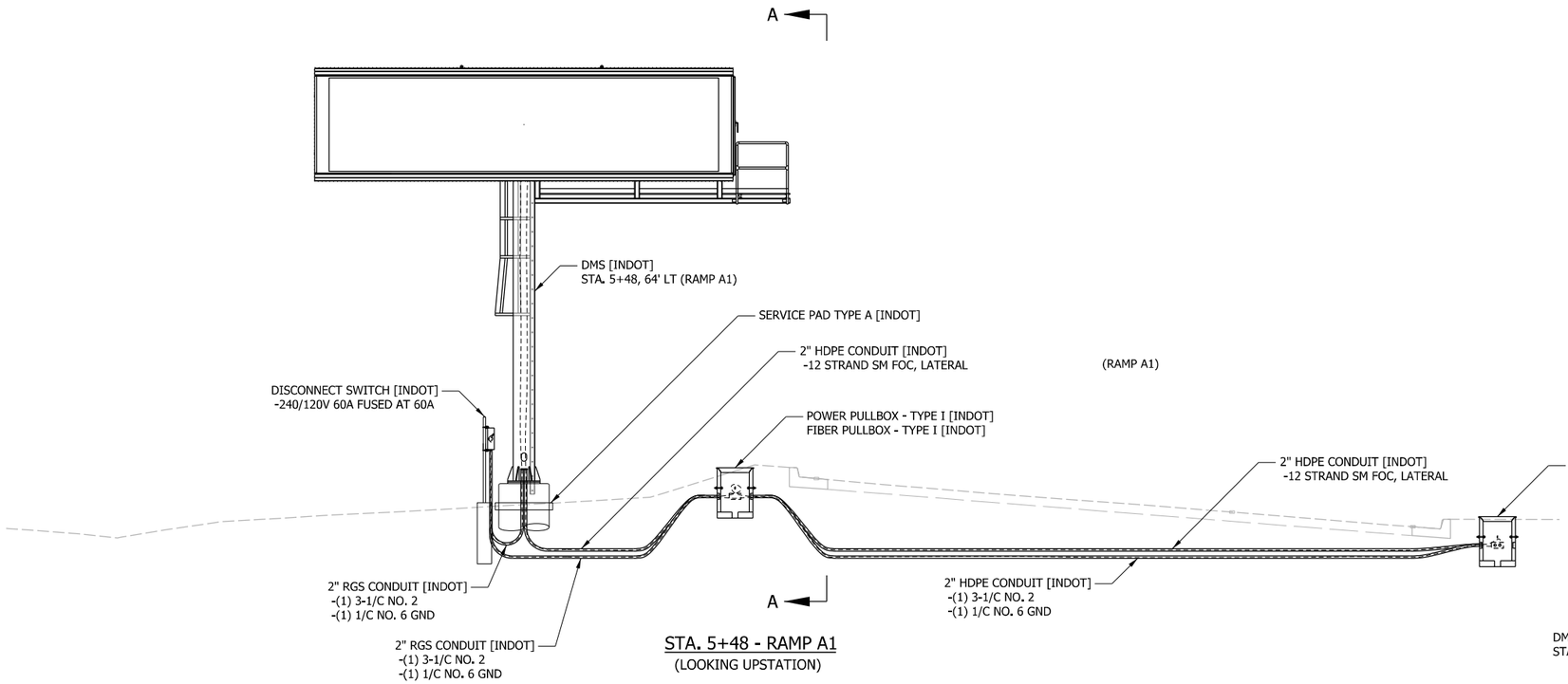
INDIANA
DEPARTMENT OF TRANSPORTATION

SITE PLAN DETAIL
DYNAMIC MESSAGE SIGN
STA. 43+95 (PR. S-W)

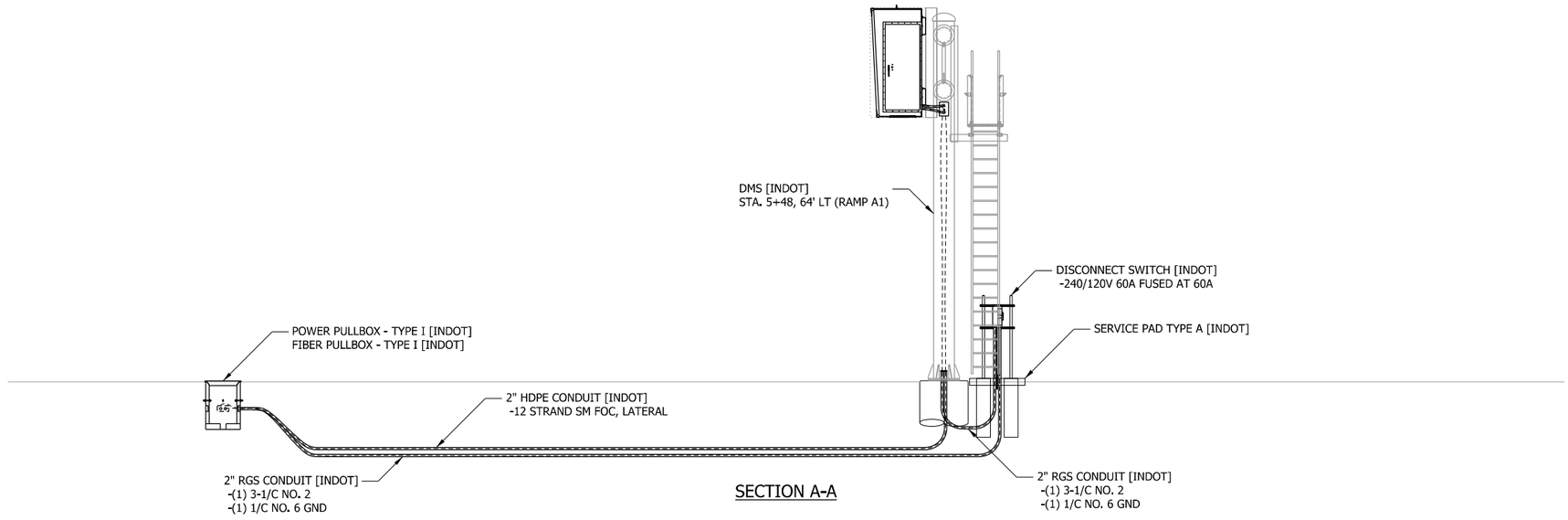
HORIZONTAL SCALE	BRIDGE FILE
N/A	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	18 of 83
CONTRACT	PROJECT
B-40719	1702255

Plot:11-APR-2023 17:11 PM
File:pw://ProjectWiseAMER.Jacobs.com:Jacobs_US_B_I_SS4/Documents/F3W980XX_Sherman_Minton_Corridor/F3W98001/700cadd/712its/BU13/03-SHT/BU13_040_SPD-001.dgn
Model:01_Sheet

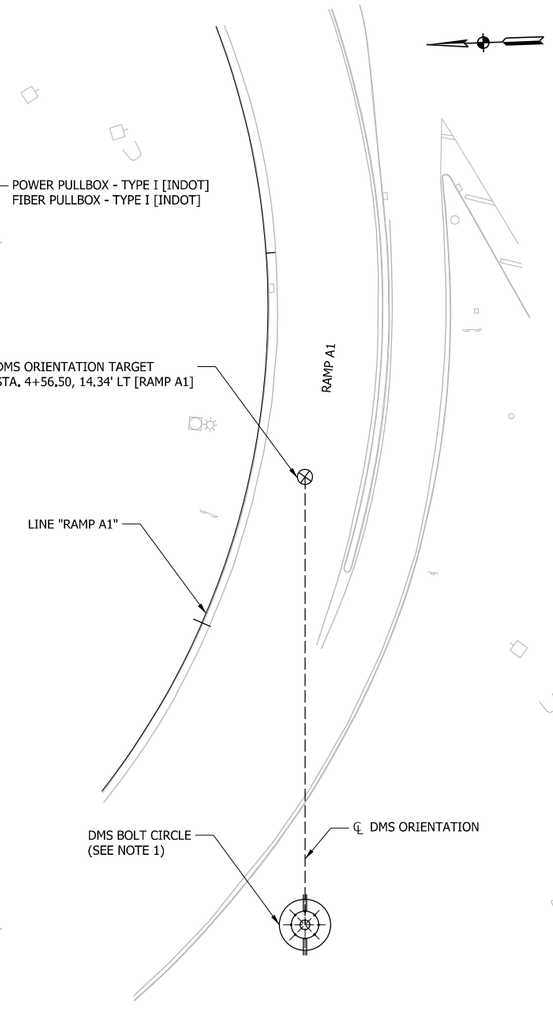
NOTES:
1. SEE STRUCTURAL SHEETS FOR BUTTERFLY STRUCTURE DETAILS.
2. SEE SHEET DET-04 FOR DISCONNECT SWITCH DETAILS.



STA. 5+48 - RAMP A1
(LOOKING UPSTATION)



SECTION A-A



DMS ORIENTATION

SPD-09

REV.	DATE	DESCRIPTION

Jacobs kokosing CONSTRUCTION COMPANY, INC.

JOSHUA JAY ZVOLANEK REGISTERED PE12200583 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Joshua J Zvolanek 4/14/2023
DESIGN ENGINEER DATE

DESIGNED: JJZ 4/14/2023 DRAWN: MPK 4/14/2023
CHECKED: KFA 4/14/2023 CHECKED: KFA 4/14/2023

INDIANA
DEPARTMENT OF TRANSPORTATION

SITE PLAN DETAIL
DYNAMIC MESSAGE SIGN
STA. 5+48 (RAMP A1)

HORIZONTAL SCALE	BRIDGE FILE
N/A	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	26 of 83
CONTRACT	PROJECT
B-40719	1702255

Plot:11-APR-2023 17:13 PM
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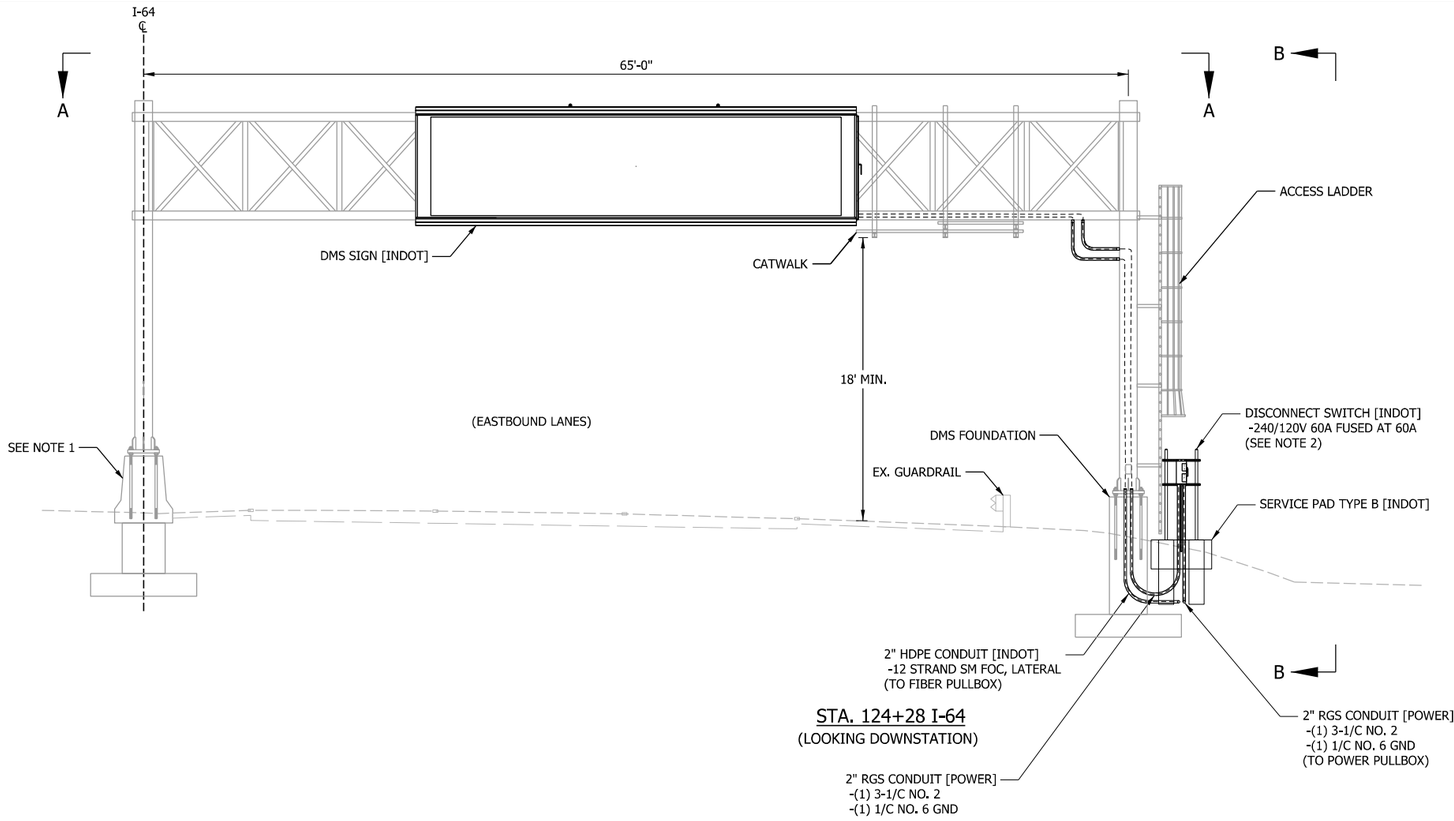
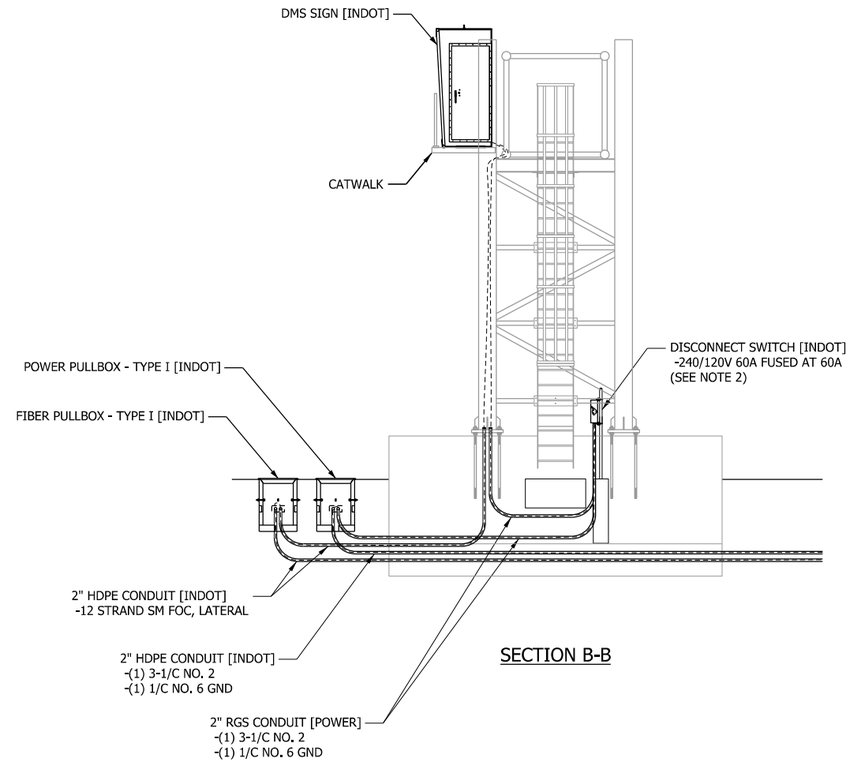
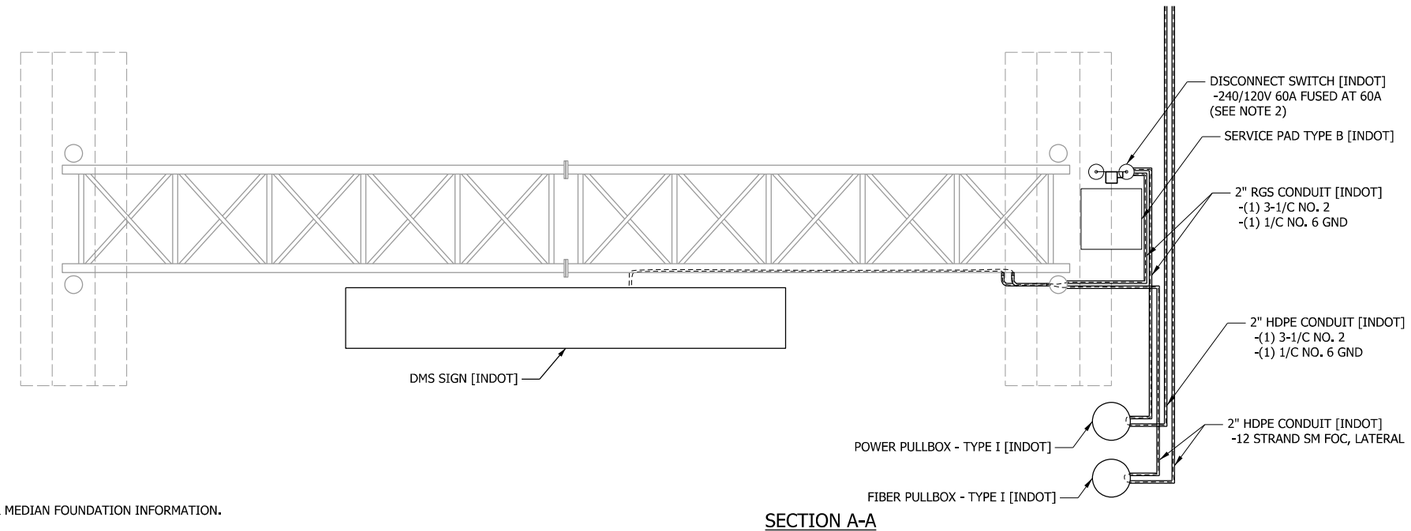
Model:01_Sheet



STA. 124+28 I-64
(LOOKING DOWNSTATION)



SECTION B-B



SECTION A-A

NOTES:
1. REFER TO BU9 FOR MEDIAN FOUNDATION INFORMATION.
2. SEE SHEET DET-04 FOR DISCONNECT SWITCH DETAILS.

SPD-11

REV.	DATE	DESCRIPTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

JOSHUA JAY ZVOLANEK
REGISTERED
PE12200583
STATE OF
INDIANA
PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 4/14/2023 DATE

DESIGNED: JJZ 4/14/2023 | DRAWN: MPK 4/14/2023

CHECKED: KFA 4/14/2023 | CHECKED: KFA 4/14/2023

INDIANA
DEPARTMENT OF TRANSPORTATION

SITE PLAN DETAIL
DYNAMIC MESSAGE SIGN
STA. 124+28

HORIZONTAL SCALE	BRIDGE FILE
N/A	$BRIDGE_FILE$
VERTICAL SCALE	DESIGNATION
N/A	1702255
BUILDABLE UNIT	SHEETS
BU13	28 of 83
CONTRACT	PROJECT
B-40719	1702255

Plot: 11-APR-2023 17:14 PM
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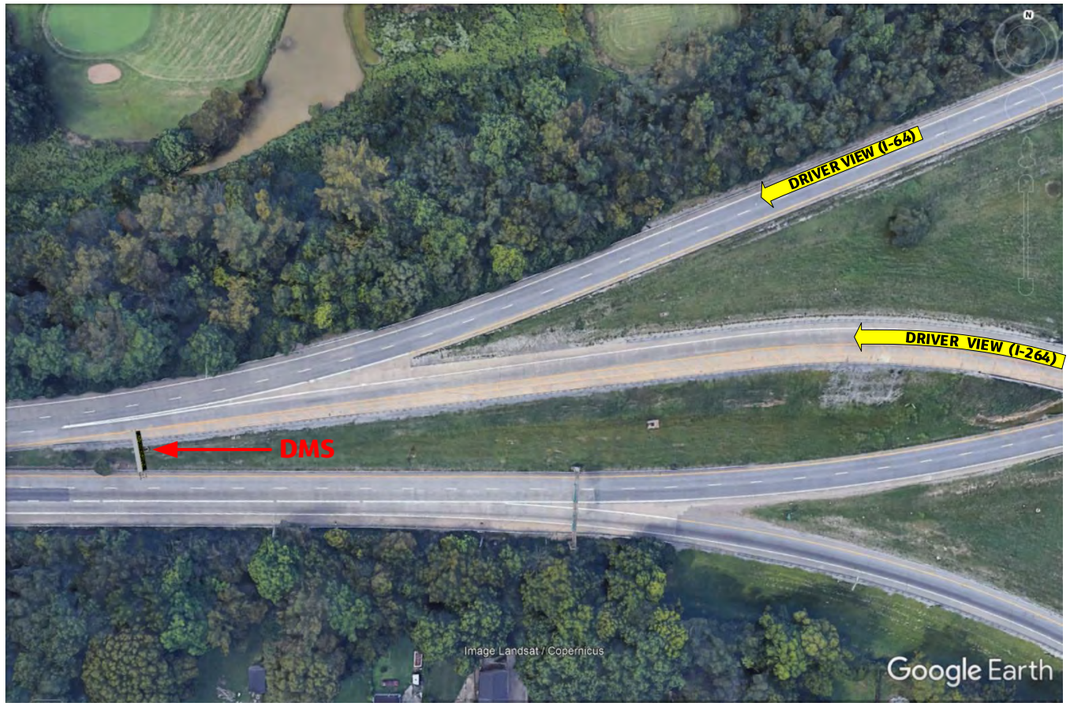
Model: 01_Sheet



KEY POINTS:

1. EXCELLENT SIGN VISIBILITY FROM I-264 RAMP.
2. EXCELLENT SIGN VISIBILITY FROM WB I-64.
3. LOCATION OF SIGN NEAR LANE-ADD PAINTED GORE IS A WEAVING SECTION AND COULD DISTRACT DRIVERS IN A TURBULENT TRAFFIC FLOW AREA. MERGE POTENTIAL IS LESS SEVERE THAN UNDER THE SPAN STRUCTURE OPTION.
4. MAINTENANCE ACCESS FROM FULL WIDTH INSIDE SHOULDER OF I-264 AND FOOT ACCESS FROM GRASS INFIELD.
5. UTILIZES A BUTTERFLY STRUCTURE WITH A SINGLE DRILLED SHAFT FOUNDATION. WILL REQUIRE UNIQUE DESIGN TO BE DEVELOPED AS THERE IS NO KYTC STANDARD. LOCATION WILL NOT REQUIRE SHORT DURATION FULL CLOSURE.

DATE: 6/8/2021

Jacobs

WB I-64 DMS: BUTTERFLY STRUCTURE [OPTION 2]

kokosing CONSTRUCTION COMPANY, INC.

DATE: 6/8/2021
PAGE 18 OF 19

Jacobs

WB I-64 DMS: BUTTERFLY STRUCTURE [OPTION 2] (I-64 DRIVER VIEW)

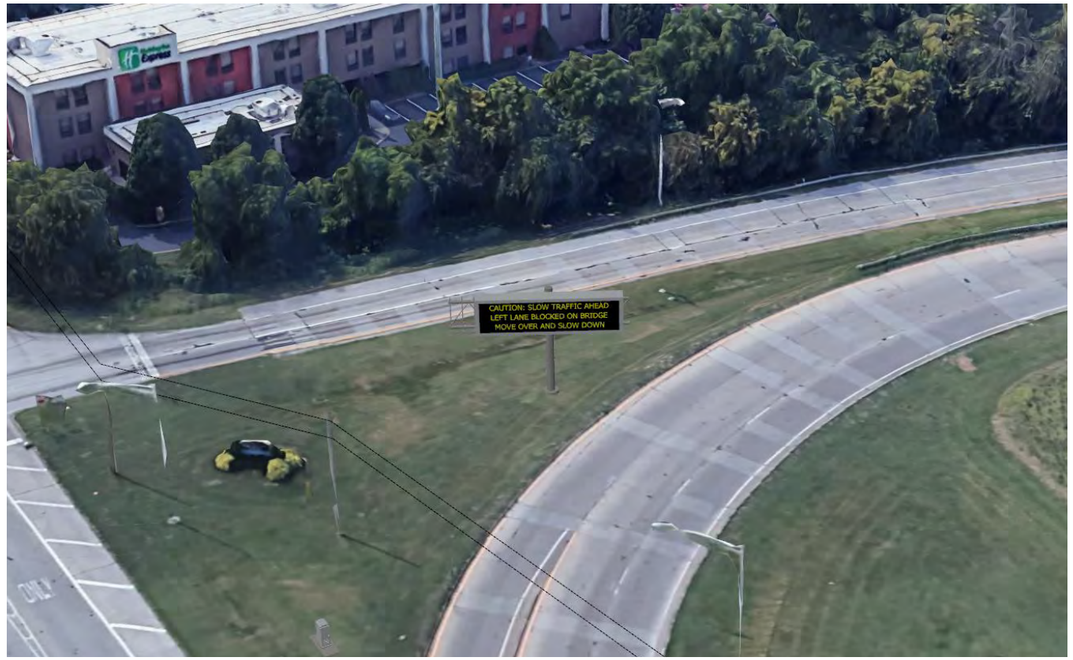
kokosing CONSTRUCTION COMPANY, INC.

DATE: 6/8/2021
PAGE 19 OF 19

Jacobs

WB I-64 DMS: BUTTERFLY STRUCTURE [OPTION 2] (I-264 DRIVER VIEW)

kokosing CONSTRUCTION COMPANY, INC.



KEY POINTS:

1. GOOD SIGN VISIBILITY FROM 4TH STREET AND SPRING STREET
2. MAINTENANCE ACCESS FROM GRASS INFIELD BETWEEN ENTRANCE AND EXIT RAMPS.
3. UTILIZES A BUTTERFLY STRUCTURE WITH A SINGLE DRILLED SHAFT FOUNDATION. WILL REQUIRE UNIQUE DESIGN TO BE DEVELOPED AS THERE IS NO INDOT STANDARD.

DATE: 6/8/2021
PAGE 4 OF 19

Jacobs

SPRING STREET RAMP DMS: BUTTERFLY STRUCTURE OPTION

kokosing CONSTRUCTION COMPANY, INC.

DATE: 6/8/2021
PAGE 5 OF 19

Jacobs

SPRING STREET RAMP DMS: BUTTERFLY STRUCTURE (4TH STREET DRIVER VIEW)

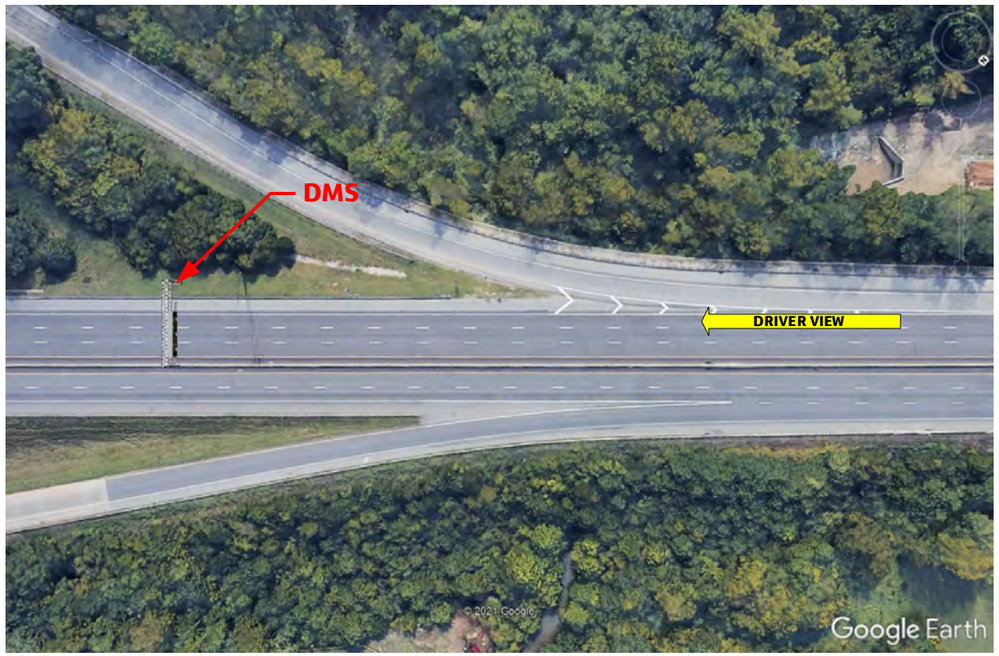
kokosing CONSTRUCTION COMPANY, INC.

DATE: 6/8/2021
PAGE 6 OF 19

Jacobs

SPRING STREET RAMP DMS: BUTTERFLY STRUCTURE (SPRING STREET DRIVER VIEW)

kokosing CONSTRUCTION COMPANY, INC.



KEY POINTS:

1. EXCELLENT SIGN VISIBILITY TO ALL EB TRAFFIC WELL IN ADVANCE OF BRIDGE.
2. MAINTENANCE ACCESS FROM EB SHOULDER OUTSIDE SHOUDLER CAN BE PROVIDED.
3. UTILIZES INDOT STANDARD DRAWINGS AND WILL REQUIRE FOUNDATION WORK IN THE MEDIAN. A SHORT DURATION FULL HIGHWAY SHUTDOWN WILL BE REQUIRED FOR INSTALLATION.

DATE: 6/8/2021
PAGE 2 OF 19

Jacobs

EB I-64 MAINLINE DMS

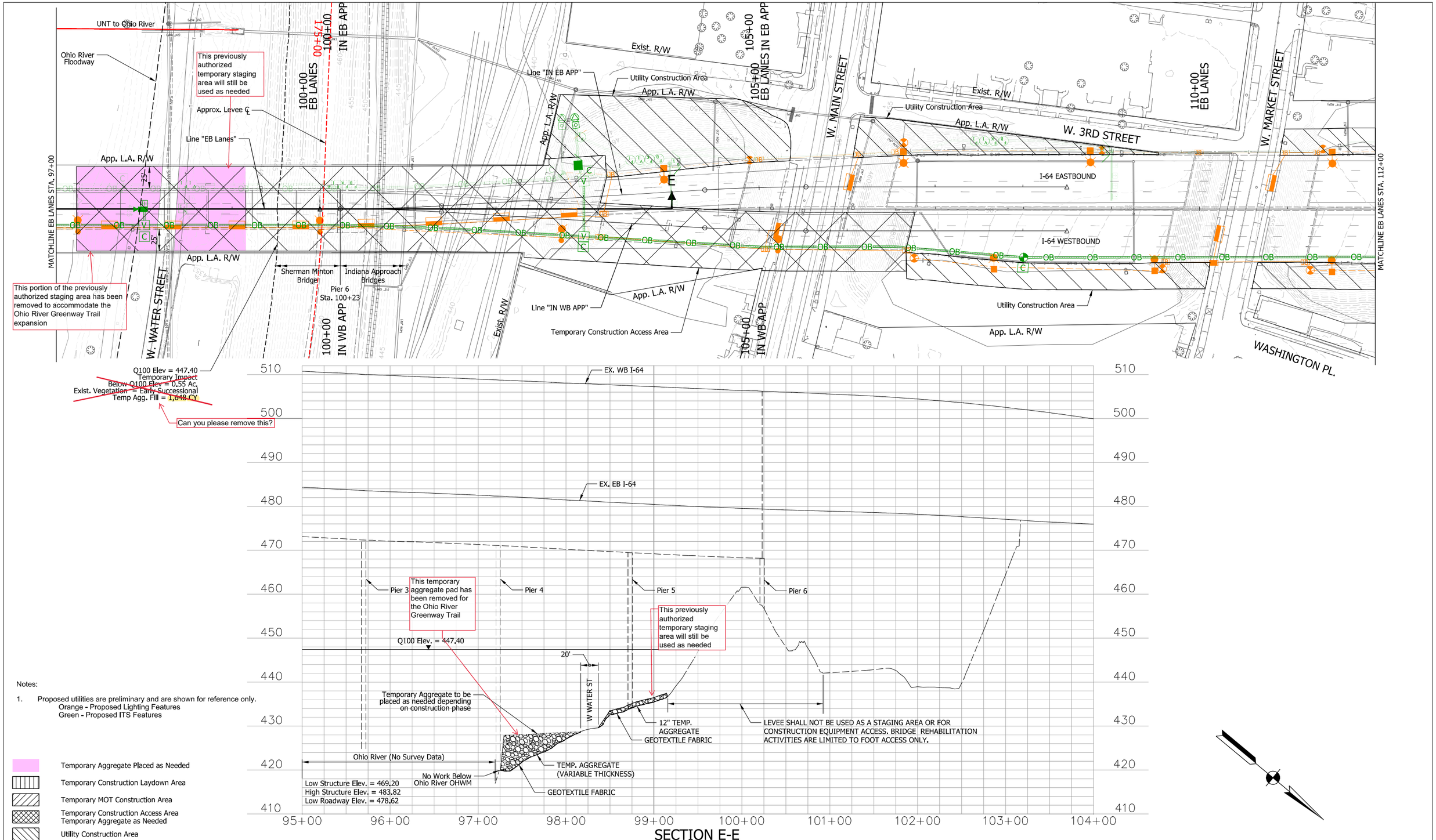
kokosing CONSTRUCTION COMPANY, INC.

DATE: 6/8/2021
PAGE 3 OF 19

Jacobs

EB I-64 MAINLINE DMS: DRIVER VIEW

kokosing CONSTRUCTION COMPANY, INC.



Notes:

1. Proposed utilities are preliminary and are shown for reference only.
   Orange - Proposed Lighting Features
   Green - Proposed ITS Features

- Temporary Aggregate Placed as Needed
- Temporary Construction Laydown Area
- Temporary MOT Construction Area
- Temporary Construction Access Area
  Temporary Aggregate as Needed
- Utility Construction Area

SECTION E-E

NOT FOR CONSTRUCTION

Jacobs
kokosing
CONSTRUCTION COMPANY, INC.

JEFFREY FRANK KOKAL
REGISTERED
No. 11300502
STATE OF INDIANA
PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 02-15-2022 DATE

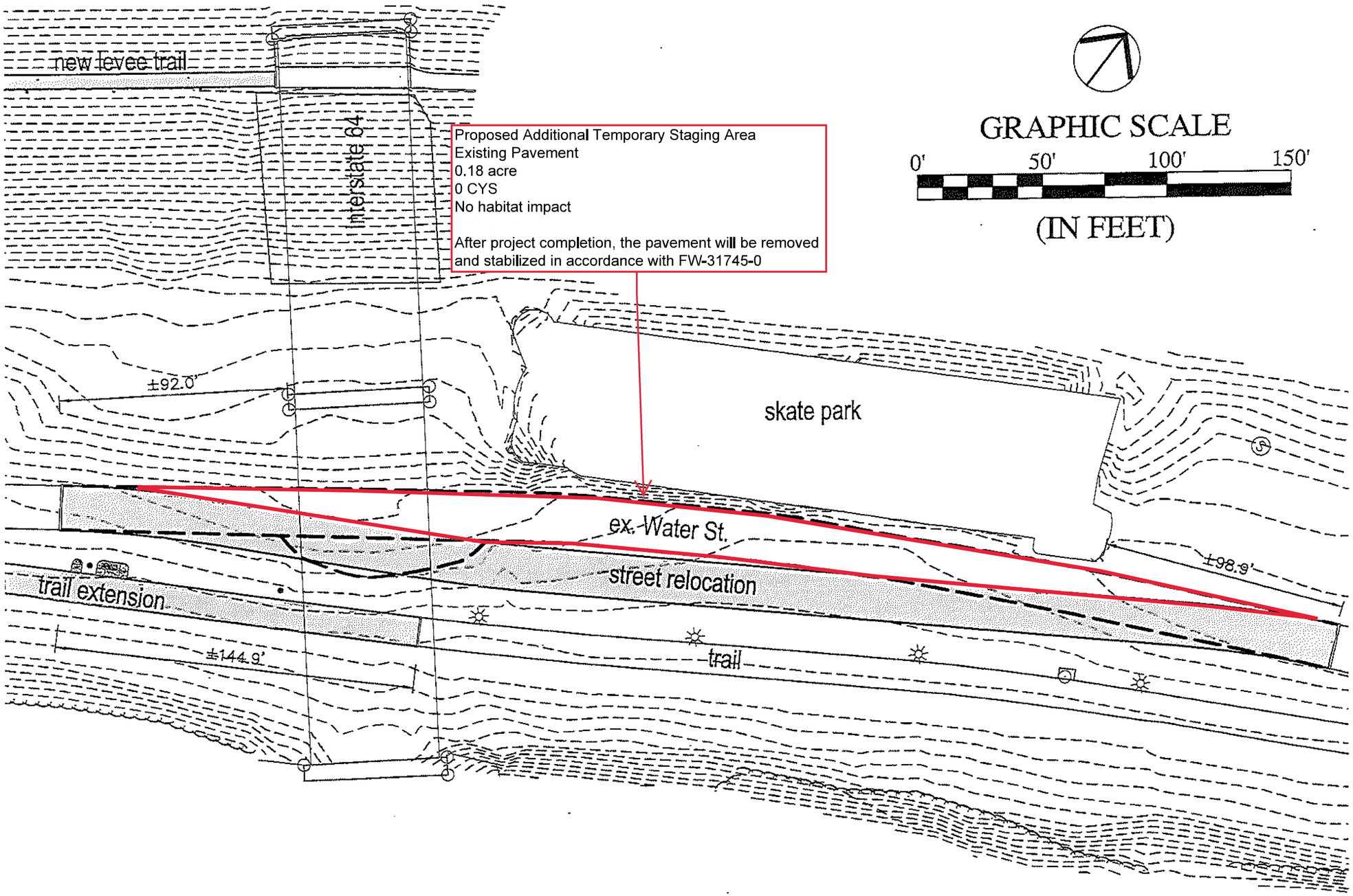
DESIGNED: DPS	4/1/21	DRAWN: DPS	4/1/21
CHECKED: JFK	4/5/21	CHECKED: JFK	4/5/21

INDIANA
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS
STA. 97+00 TO STA. 112+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702255
BUILDABLE UNIT	SHEETS
	6 of 28
CONTRACT	PROJECT
B-40719	1702255

Plot: 15-FEB-2022 11:21 AM
File: pw://USLAS0-APP066CS.Jacobs.com:Jacobs_US_B_I_SS4/Documents/F3W980XX_Sherman_Minton_Corridor/F3W98001/700cadd/702civil/Permits/Permit Plans/Sheet_Permit_11.dgn
Model: Default


new levee trail
Interstate 64
Proposed Additional Temporary Staging Area
Existing Pavement
0.18 acre
0 CYS
No habitat impact
After project completion, the pavement will be removed and stabilized in accordance with FW-31745-0
GRAPHIC SCALE
0'
50'
100'
150'
(IN FEET)
±92.0'
skate park
ex. Water St.
street relocation
±98.9'
trail extension
±144.9'
trail

APPENDIX B

Correspondence

Sherman Minton Bridge – NEPA & Permitting Discussion for Design Changes

Location: Microsoft Teams Conference Call

Date: September 9, 2022

Time: 12:00 pm – 1:00 pm EST

Attendance

Kokosing: Vince Martini and Dan Droesch *Jacobs:* Jeff Kokal *Metric Environmental:* Samantha Wickizer, Beth Hillen, and Aileen Driscoll; *INDOT:* Danny Corbin, Mark Henke, Jennifer Curry, Laura Hilden, Matthew Coon, and Andrew Passmore *KYTC:* Dave Harmon, Amanda Abner, Daniel Davis, and Susan Neumeyer; *Michael Baker:* Mary Jo Hamman, Mary Pusti, Dav Kessinger, and Debra White; *Kaskaskia:* Kent Ahrenholtz and April Arroyo-Monroe

Agenda Items

1. New Electrical Line for KY approach lighting
    a. Proposed between toe of levee and houses.
        i. Will involve boring (preferred) or trenching of the line and 3 above ground pull boxes
        ii. Work to be within the existing ROW.
    b. Permits Discussion
        i. LG&E responsible for their work per KYTC correspondence
        ii. Minor update to Erosion Control Plan for work within ROW & SMCP construction limits
            1. Internal file to note. No resubmittal
    c. NEPA Discussion
        i. Follow up with A.Abner and S. Neumeyer with the latest plans and project limits. Within the existing APE, however considered new work. KYTC – Cultural resources would like to touch base with SHPO based upon the new plans. Could potentially be covered under the existing finding of "No Adverse Affect".
        ii. Federal project funds are apart of the umbrella of NEPA, the work being completed will need to be documented under NEPA.
2. KY DMS sign
    a. Permits Discussion
        i. In the process of developing/submitting new permits to MSD/USACE for test bore and sign installation per direction of MSD/USACE.
        ii. Current plan is to submit permits based upon Worst Case scenario.
        iii. Expedited internal reviews for Permitting.
    b. NEPA Discussion
        i. D. Peake to coordinate with Craig Potts Expedited reviews on KY-SHPO. A. Abner can assist in coordination.
        ii. Possible lighting changes due to the new permanent sign, USFWS review to confirm.
        iii. Location is not of concern to KYTC-CRO, due to previous disturbance within interstate location.
        iv. No visual impacts anticipated.

v. AI to be completed.

3. IN Water Street
    a. The City of New Albany is completing the Water Street Relocation and Trails extension project in November of this year. This impacts the staging area for painter's equipment that is needed. We are currently in discussion with the city to leave the existing Water Street pavement and allow us to stage along the former roadway when painters remobilize in Spring '23.
        i. NEPA Discussion
            1. AI with updated coordination from New Albany indicating they approve of the use of the old Water Street as a staging area, as well as a commitment to remove pavement and revegetate the area.
                a. French grid system complicates the ROW, Temporary ROW impacts. Use agreement with the City. No funds changing hands. Include ROW as a temporary ROW. Include in the AI the discussion of ROW complication, The trail opening ahead of schedule.
        ii. SWQCP
        iii. IDNR

4. Miscellaneous Topics
    a. Status of KYTC Section 106 survey forms.
        i. Survey was submitted 9/1/2022. KYTC does not anticipate additional commitments from the Survey thus far.

From: Donald Cash
To: Samantha Wickizer
Subject: FW: New Albany Trail beneath the Sherman Minton Bridge
Date: Tuesday, November 22, 2022 12:22:52 PM
Attachments: image005.png

Samantha,

Please see the email chain below.

Thank You,

DONALD CASH, P.E.

AREA MANAGER

400 TECHNE CENTER DR STE 200| MILFORD, OHIO 45150

C. 513.987.8530

E. DCASH@KOKOSING.BIZ

WWW.KOKOSING.BIZ

Connect: Facebook | Instagram | LinkedIn | Twitter | YouTube

kokosing
CONSTRUCTION COMPANY, INC.

LEAD WITH SAFETY!

From: Corbin, Daniel <DCorbin@indot.IN.gov>
Sent: Tuesday, November 22, 2022 9:19 AM
To: Larry McIntire <lmcintire@hwcengineering.com>; Dan Droesch <dtd@kokosing.biz>; lsummers <lsummers@cityofnewalbany.com>; BFair@cityofnewalbany.com; sgibson@cityofnewalbany.com; Donald Cash <dcash@kokosing.biz>
Cc: Catherine Puckett <cpuckett@hwcengineering.com>; Troy Swan <tswan@hwcengineering.com>
Subject: RE: New Albany Trail beneath the Sherman Minton Bridge

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Larry,

Thank you for the information. INDOT will work with Kokosing to identify the necessary steps to put the old pavement section into an order that meets the needs of the City of New Albany. Thank you for working with us on this being so accommodating.

Cheers!

Daniel Corbin, AICP
Major Project Delivery Project Manager

Indiana Department of Transportation

100 N. Senate Ave, Room N758-MPD

Indianapolis, IN 46204

Cell: (317) 914-4977

Email: dcorbin@indot.in.gov

From: Larry McIntire <lmcintire@hwcengineering.com>
Sent: Tuesday, November 22, 2022 8:54 AM
To: vpm@kokosing.biz; Corbin, Daniel <DCorbin@indot.IN.gov>; lsummers <lsummers@cityofnewalbany.com>; BFair@cityofnewalbany.com; sgibson@cityofnewalbany.com
Cc: Catherine Puckett <cpuckett@hwcengineering.com>; Troy Swan <tswan@hwcengineering.com>
Subject: New Albany Trail beneath the Sherman Minton Bridge

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

All,

The City of New Albany was able to complete the trail section and street relocation work beneath the bridge once the painting equipment was removed. The old street pavement was left in place for the bridge painting contractor to utilize once equipment returns in the spring as was discussed. INDOT will need to make arrangements for the old pavement to be removed and the area graded/seeded after it is no longer needed for equipment staging.

Larry McIntire, CESSWI

Senior Project Representative

HWC Engineering

135 N. Pennsylvania Street, Suite 2800

Indianapolis, IN 46204

Cell 317-502-6965

lmcintire@hwcengineering.com

www.hwcengineering.com

Larry McIntire

Senior Resident Project Representative

M: 317-502-6965

303 Scribner Drive, Suite 201, New Albany, IN 47150

HWC Engineering

www.hwcengineering.com

Larry McIntire

ANDY BESHEAR
GOVERNOR

JACQUELINE COLEMAN
LT. GOVERNOR

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE
410 HIGH STREET
FRANKFORT, KENTUCKY 40601
(502) 564-7005
www.heritage.ky.gov

LINDY CASEBIER
SECRETARY

CRAIG A. POTTS
EXECUTIVE DIRECTOR &
STATE HISTORIC PRESERVATION OFFICER

April 3, 2023

Daniel R. Peake
Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40601

Re: Louisville Earthen Levee Additional Project Information, Effects Discussion and Finding Recommendation for Digital Message Sign (DMS); Additional Information for Leaving Temporary Access Road After Construction Sherman Minton Bridge Renewal Project in Louisville, Jefferson County, Kentucky - KTYC Item No. 5-10027.00

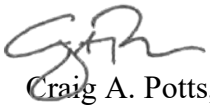
Dear Mr. Peake,

The Kentucky Heritage Council, State Historic Preservation Office has received for review and comment additional information related to the above referenced undertaking. On July 27, 2021, a finding of No Adverse Effect was issued for the Sherman-Minton Bridge (NBI No. I64-123-04691D) Renewal Project. Additional coordination was required however for the proposed installation of a permanent Digital Messaging Sign (DMS) within the NR eligible Louisville Earthen Levee. A proposal to drill a single geotechnical bore was provided for review and a No Adverse Effect determination was issued on November 22, 2022. Subsequent correspondence received on March 23, 2023 included final design specifications for the DMS, installation of a 3-ft deep foundation to support the structure and installation of electrical conduit outside of the levee's historic boundary. Based on our review, we concur that the final design will result in No Adverse Effect to the NR eligible resource.

In addition, a site visit was conducted on March 13, 2023 to inspect a temporary access road that runs along the Louisville Earthen Levee and adjacent to Shawnee Park (Shawnee Park Golf Course). The construction of this road facilitated repairs to the Sherman-Minton Bridge and was proposed for removal once that project was complete. This resulted in a No Adverse Effect determination. A request has been received from the Louisville Metropolitan Sewer District (MSD) however to make this temporary access road permanent to facilitate ongoing maintenance and general access to the levee system and park/golf course. Upon further review we concur that making this access road permanent will support the ongoing maintenance of these historically significant resources and will therefore result in a No Adverse Effect.

It is therefore the determination of this office that the above referenced project design changes will result in **No Adverse Effect to Historic Properties**. Thank you for coordinating with us. Should you have any questions, please don't hesitate to contact me at craig.potts@ky.gov or at 502-330-8362.

Sincerely,



Craig A. Potts,
Executive Director and
State Historic Preservation Officer

November 22, 2022

Mr. Daniel R. Peake
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street Frankfort, KY 40622

Re: Geotechnical Boring in Median of I-64 for Dynamic Message Signal
Sherman Minton Bridge Renewal Project
Louisville, Jefferson County, Kentucky
KTYC Item No. 5-10027.00

Dear Mr. Peake,

Thank you for your digital submission of a letter, maps, plans and photographs for the above-listed project. Our office understands that the design team is considering the installation of a Dynamic Message Signal (DMS) sign. We also understand that the proposed boring will take place on the National Register eligible levee.

We understand from the submittal that the purpose of the geotechnical boring is to determine the underlying soil characteristics of the preferred permanent placement location of a DMS signage structure and that a preferred location has not yet been determined and the DMS is not yet being installed. We understand the anticipated geotechnical bore will consist of a single drilled hole approximately forty feet deep and will will penetrate the original levee slope on the river side. The proposed bore hole is located approximately forty-seven feet north of the levee centerline and twenty-five feet south of the levee toe of slope on the river side.

Based on our review, our office understands that only boring will occur, that the DMS will not yet be installed until a preferred location has been determined at which time our office will be consulted. We understand that Louisville Earthen Levee retains sufficient integrity and significance and appears to be **Eligible** for listing on the NRHP and as a result, we **Concur** with your official eligibility determinations and with your determination of **No Adverse Effect.**

We look forward to continued consultation as the plans is develop. Should you have any questions, please feel free to contact Matt Yagle of my staff at matthew.yagle@ky.gov.

Sincerely,

Craig A. Potts,
Executive Director and State Historic Preservation Officer

CP: my, KHC #220200
CC: Amanda Abner (KYTC-DEA)

KENTUCKY TRANSPORTATION CABINET	**Kentucky Transportation Cabinet** **Federal Highway Administration** **NO EFFECT FINDING**		U.S. Department of Transportation Federal Highway Administration
KYTC Item No:	**5-10027.00**	**Route(s):**	**I-64**
County(ies):	**Jefferson**		

Project Description: (Type of improvement, areas to be impacted, crossroad improvements, easements, etc.)

Perform rehabilitation to the Sherman Minton bridge over the Ohio River in Jefferson County. The project includes replacement or refurbishment of all bridge decks, rehabilitation or replacement of structural steel elements and hanger cables, new lighting, permanent Digital Message Sign (DMS) in the median between the I-64 EB and WB lanes within ROW, drainage repairs and painting of the steel components. Prior to the rehab some trees were cleared during the winter months under the bridge because they were getting close to the bridge.

COUNTY LISTED SPP FOR PROJECT SITE:

Gray Bat	*Myotis grisescens*
Indiana Bat	*Myotis sodalis*
Northern Long-eared Bat	*Myotis septentrionalis*
Clubshell	*Pleurobema clava*
Fanshell	*Cyprogenia stegaria*
Northern Riffleshell	*Epioblasma torulosa rangiana*
Orangefoot Pimpleback	*Plethobasus cooperianus*
Pink Mucket	*Lampsilis abrupta*
Rabbitsfoot	*Quadrula cylindrica cylindrica*
Ring Pink	*Obovaria retusa*
Rough Pigtoe	*Pleurobema plenum*
Sheepnose	*Plethobasus cyphyus*
Spectaclecase	*Cumberlandia monodonta*
Running Buffalo Clover	*Trifolium stoloniferum*

IB will be addressed per the 2020 Programmatic BO including a contribution to the IBCF, as appropriate. The NLEB will be addressed via the final 4(d) rule and the 2016 Programmatic BO for the final 4(d) rule, as appropriate.

Methodologies: (Methods of assessment, who, what, when, resources, etc.)

Biologist reviewed literature on listed species, used GIS mapping, and completed a site visit on March 19, 2021 to investigate the conditions of the project area.

Results: (Compare habitat used by listed species with available habitat)

Gray Bat: Gray bats utilize caves year-round for roosting and can utilize bridges and culverts for roosting as well. Foraging sites consist of riparian areas over open water. No caves, rockshelters, or other underground features are located in the project area. In spite of the proximity if the Ohio River, the project effects will be minimal and localized to the project area. The Sherman Minton Bridge is constructed of reinforced concrete deck supported by steel I-beams. The vertical surfaces on the I-beams and the concrete decking do not provide habitat. The area is extensively impacted by noise, vibration, and degraded air quality from heavy vehicular use, and no bats or signs of bat use were observed within the project area. Therefore, the bridge does not provide potential roosting habitat for gray bats based on the traffic volume over the bridge, lack of evidence of bat use, location of the bridge within the downtown area of a major metropolitan city, and lack of crevices or cracks suitable for bats to be able to use for roosting. The adjacent Ohio River provides potential foraging habitat for the gray bat; however, this habitat will not be impacted by the project. Therefore, a “no habitat, no effect” determination has been made for the gray bat.

Mussels: The Sherman Minton Bridge transversus the Ohio River which is habitat for all the mussel species listed for the project area. However all work will be rehabilitative in nature and take place on the body of the bridge. There will be no effects to the Ohio River or any potential mussel habitat. Therefore a 'no habitat, no effect' has been determined for all mussel species.

Running Buffalo Clover: Running buffalo clover typical habitat consists of partially shaded shortgrass meadows and woodlands that undergo periodic disturbance such as cattle grazing, sporadic mowing or flooding. The bridge is located over the Shawnee Golf Course within the downtown area of a major metropolitan city and consists of established maintained ROW and an active golf course. This does not provide habitat for this plant species due to frequent mowing and herbicide application practices along with frequent flooding near the Ohio River that prevents any herbaceous vegetation from becoming established. Due to these factors a "no habitat, no effect" determination has been made for the running buffalo clover.

Determinations:

Gray Bat: No habitat, no effect

Mussels: No habitat, no effect

Running Buffalo Clover: No habitat, no effect

The project has been assessed in accordance with the provisions of Section 7 of the Endangered Species Act. As a designated representative of the FHWA, the KYTC has determined that the project will have No Effect on any listed species or their critical habitat other than the IB and NLEB, and further Section 7(a)(2) consultation with the Service is not required, with the exception of the IB and NLEB.

Jana Day
KYTC Signature

10/07/2022
Date

Jana Day
Print Name

E.A.T.S. Milestones updated

J. Day
Name

10/07/2022
Date

ATTACHED: Agency Species List(s)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
J C Watts Federal Building, Room 265
330 West Broadway
Frankfort, KY 40601-8670
Phone: (502) 695-0468 Fax: (502) 695-1024
http://www.fws.gov/frankfort/

In Reply Refer To: March 25, 2021
Consultation Code: 04EK1000-2021-SLI-0673
Event Code: 04EK1000-2021-E-02175
Project Name: Sherman Minton Bridge rehab

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Your concern for the protection of endangered and threatened species is greatly appreciated. The purpose of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.) (ESA) is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. The species list attached to this letter fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the ESA to provide information as to whether any proposed or listed species may be present in the area of a proposed action. This is not a concurrence letter; additional consultation with the Service may be required.

The Information in Your Species List:

The enclosed species list identifies federal trust species and critical habitat that may occur within the boundary that you entered into IPaC. For your species list to most accurately represent the species that may potentially be affected by the proposed project, the boundary that you input into IPaC should represent the entire “action area” of the proposed project by considering all the potential “effects of the action,” including potential direct, indirect, and cumulative effects, to federally-listed species or their critical habitat as defined in 50 CFR 402.02. This includes effects of any “interrelated actions” that are part of a larger action and depend on the larger action for their justification and “interdependent actions” that have no independent utility apart from the action under consideration (e.g.; utilities, access roads, etc.) and future actions that are reasonably certain to occur as a result of the proposed project (e.g.; development in response to a new road). If your project is likely to have significant indirect effects that extend well beyond the project footprint (e.g., long-term impacts to water quality), we highly recommend that you

coordinate with the Service early to appropriately define your action area and ensure that you are evaluating all the species that could potentially be affected.

We must advise you that our database is a compilation of collection records made available by various individuals and resource agencies available to the Service and may not be all-inclusive. This information is seldom based on comprehensive surveys of all potential habitats and, thus, does not necessarily provide conclusive evidence that species are present or absent at a specific locality. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please note that “critical habitat” refers to specific areas identified as essential for the conservation of a species that have been designated by regulation. Critical habitat usually does not include all the habitat that the species is known to occupy or all the habitat that may be important to the species. Thus, even if your project area does not include critical habitat, the species on the list may still be present.

Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and associated information. To re-access your project in IPaC, go to the IPaC web site (https://ecos.fws.gov/ipac/), select “Need an updated species list?”, and enter the consultation code on this letter.

ESA Obligations for Federal Projects:

Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

If a Federal project (a project authorized, funded, or carried out by a federal agency) may affect federally-listed species or critical habitat, the Federal agency is required to consult with the Service under section 7 of the ESA, pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). Recommended contents of a Biological Assessment are described at 50 CFR 402.12. For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat.

ESA Obligations for Non-federal Projects:

Proposed projects that do not have a federal nexus (non-federal projects) are not subject to the obligation to consult under section 7 of the ESA. However, section 9 of the ESA prohibits certain activities that directly or indirectly affect federally-listed species. These prohibitions apply to all individuals subject to the jurisdiction of the United States. Non-federal project proponents can request technical assistance from the Service regarding recommendations on how to avoid and/or minimize impacts to listed species. The project proponent can choose to implement avoidance, minimization, and mitigation measures in a proposed project design to avoid ESA violations.

Additional Species-specific Information:

In addition to the species list, IPaC also provides general species-specific technical assistance that may be helpful when designing a project and evaluating potential impacts to species. To access this information from the IPaC site (https://ecos.fws.gov/ipac/), click on the text "My Projects" on the left of the black bar at the top of the screen (you will need to be logged into your account to do this). Click on the project name in the list of projects; then, click on the "Project Home" button that appears. Next, click on the "See Resources" button under the "Resources" heading. A list of species will appear on the screen. Directly above this list, on the right side, is a link that will take you to pdfs of the "Species Guidelines" available for species in your list. Alternatively, these documents and a link to the "ECOS species profile" can be accessed by clicking on an individual species in the online resource list.

Next Steps:

Requests for additional technical assistance or consultation from the Kentucky Field Office should be submitted following guidance on the following page http://www.fws.gov/frankfort/PreDevelopment.html and the document retrieved by clicking the "outline" link at that page. When submitting correspondence about your project to our office, please include the Consultation Tracking Number in the header of this letter. (There is no need to provide us with a copy of the IPaC-generated letter and species list.)

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Kentucky Ecological Services Field Office
J C Watts Federal Building, Room 265
330 West Broadway
Frankfort, KY 40601-8670
(502) 695-0468

Project Summary

Consultation Code: 04EK1000-2021-SLI-0673
Event Code: 04EK1000-2021-E-02175
Project Name: Sherman Minton Bridge rehab
Project Type: TRANSPORTATION
Project Description: Perform rehabilitation to the Sherman Minton bridge over the Ohio River in Jefferson County. Prior to the rehab some trees were cleared under the bridge because they were getting close to the bridge.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.2761187,-85.81931194502681,14z

Counties: Jefferson County, Kentucky

Endangered Species Act Species

There is a total of 14 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 3 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS

Gray Bat *Myotis grisescens* — Endangered

No critical habitat has been designated for this species.

This species only needs to be considered under the following conditions:

- The project area includes potential gray bat habitat.

Species profile: https://ecos.fws.gov/ecp/species/6329

General project design guidelines:
https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc6422.pdf

Indiana Bat *Myotis sodalis* — Endangered

There is **final** critical habitat for this species. The location of the critical habitat is not available.

This species only needs to be considered under the following conditions:

- The project area includes 'potential' habitat. All activities in this location should consider possible effects to this species.

Species profile: https://ecos.fws.gov/ecp/species/5949

General project design guidelines:
https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc6422.pdf

Northern Long-eared Bat *Myotis septentrionalis* — Threatened

No critical habitat has been designated for this species.

This species only needs to be considered under the following conditions:

- The specified area includes areas in which incidental take would not be prohibited under the 4(d) rule. For reporting purposes, please use the "streamlined consultation form," linked to in the "general project design guidelines" for the species.

Species profile: https://ecos.fws.gov/ecp/species/9045

General project design guidelines:
https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc6422.pdf

Clams

NAME | STATUS

Clubshell *Pleurobema clava* — Endangered
- Population: Wherever found; Except where listed as Experimental Populations
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/3789
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Fanshell *Cyprogenia stegaria* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/4822
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Northern Riffleshell *Epioblasma torulosa rangiana* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/527
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Orangefoot Pimpleback (pearlymussel) *Plethobasus cooperianus* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/1132
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Pink Mucket (pearlymussel) *Lampsilis abrupta* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/7829
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Rabbitsfoot *Quadrula cylindrica cylindrica* — Threatened
- There is **final** critical habitat for this species. The location of the critical habitat is not available.
- Species profile: https://ecos.fws.gov/ecp/species/5165
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Ring Pink (mussel) *Obovaria retusa* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/4128
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Rough Pigtoe *Pleurobema plenum* — Endangered
- No critical habitat has been designated for this species.
- Species profile: https://ecos.fws.gov/ecp/species/6894
- General project design guidelines: https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Sheepnose Mussel *Plethobasus cyphyus* — Endangered
- No critical habitat has been designated for this species.

NAME	STATUS

Species profile: https://ecos.fws.gov/ecp/species/6903
General project design guidelines:
https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Spectaclecase (mussel) *Cumberlandia monodonta* — Endangered
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/7867
General project design guidelines:
https://ecos.fws.gov/docs/tess/ipac_project_design_guidelines/doc5639.pdf

Flowering Plants

NAME	STATUS

Running Buffalo Clover *Trifolium stoloniferum* — Endangered
Population:
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/2529

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
J C Watts Federal Building, Room 265
330 West Broadway
Frankfort, KY 40601-8670
Phone: (502) 695-0468 Fax: (502) 695-1024
http://www.fws.gov/frankfort/

IPaC Record Locator: 283-100588427 March 25, 2021

Subject: Consistency letter for the project named 'Sherman Minton Bridge rehab' for specified threatened and endangered species that may occur in your proposed project location consistent with the Kentucky Determination Key (DKey)

Dear Andrew Logsdon:

The U.S. Fish and Wildlife Service (Service) received on **March 25, 2021** your effect determination(s) for the 'Sherman Minton Bridge rehab' (Action) using the Kentucky (DKey) within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service's Kentucky DKey, you made the following effect determination(s) for the proposed Action:

Species	**Determination**
Endangered Gray Bat (*Myotis grisescens*)	No Effect

Consultation Status

No Effect Determinations: Species with No effect determinations are those for which you determined the proposed Action would have "no effect" on the species. There is no statutory requirement for the federal action agency to request concurrence with that determination; however, the federal action agency should document the supporting information for this determination in their files. This documentation would typically demonstrate a lack of suitable habitat within the action area, show that no impacts to suitable habitat would occur, or provide information that the species is not reasonably certain to occur in the action area even though suitable habitat is present.

The Service recommends that your agency contact the Kentucky Ecological Services Field Office or re-evaluate the Action in IPaC if: 1) the scope, timing, duration, or location of the Action changes, 2) new information reveals the Action may affect listed species or designated critical habitat, or 3) a new species is listed or critical habitat designated. If any of the above

conditions occurs, additional consultation with the Kentucky Ecological Services Field Office should take place before project changes are final or resources committed.

In addition to the gray bat, the following species and/or critical habitats may also occur in your project area and **are not** covered by this conclusion:

- Clubshell *Pleurobema clava* Endangered
- Fanshell *Cyprogenia stegaria* Endangered
- Indiana Bat *Myotis sodalis* Endangered
- Northern Long-eared Bat *Myotis septentrionalis* Threatened
- Northern Riffleshell *Epioblasma torulosa rangiana* Endangered
- Orangefoot Pimpleback (pearlymussel) *Plethobasus cooperianus* Endangered
- Pink Mucket (pearlymussel) *Lampsilis abrupta* Endangered
- Rabbitsfoot *Quadrula cylindrica cylindrica* Threatened
- Ring Pink (mussel) *Obovaria retusa* Endangered
- Rough Pigtoe *Pleurobema plenum* Endangered
- Running Buffalo Clover *Trifolium stoloniferum* Endangered
- Sheepnose Mussel *Plethobasus cyphyus* Endangered
- Spectaclecase (mussel) *Cumberlandia monodonta* Endangered

To address effects to other federally listed or proposed species and/or their designated critical habitat, you can request project-specific review by following the instructions in the “Next Steps” section of your species list letter, or you may use another determination key, if available.

Additional Coordination

To request additional technical assistance or consultation, please email your request to KentuckyES@fws.gov and include relevant site-specific information. The Kentucky Ecological Services Field Office will respond within 30 days of your submittal.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Sherman Minton Bridge rehab

2. Description

The following description was provided for the project 'Sherman Minton Bridge rehab':

> Perform rehabilitation to the Sherman Minton bridge over the Ohio River in Jefferson County. Prior to the rehab some trees were cleared under the bridge because they were getting close to the bridge.

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.2761187,-85.81931194502681,14z

Qualification Interview

1. Will the proposed Action involve Federal funding, permitting, or authorization, or will it be carried out by a Federal Agency?

   Yes

2. Are you the lead Federal Action Agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

   Yes

3. If you have determined that the gray bat is unlikely to occur to within your project's Action Area or that your project is unlikely to have any potential impacts on the gray bat, you may wish to make a "No Effect" determination for the gray bat. Would you like to make a No Effect determination for the gray bat?

   Note: A "No Effect" determination does not require concurrence from the Service; however, you should document the supporting information for this determination in your files. This documentation would typically demonstrate a lack of suitable habitat within the action area, show that no impacts to suitable habitat would occur, or provide information that the species is not reasonably certain to occur in the action area even though suitable habitat is present. If you believe the gray bat may be affected by your project or if you would like assistance in making a determination, please answer "no" and continue through the key.

   Yes

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
J C Watts Federal Building, Room 265
330 West Broadway
Frankfort, KY 40601-8670
Phone: (502) 695-0468 Fax: (502) 695-1024
http://www.fws.gov/frankfort/

In Reply Refer To: March 25, 2021
Consultation code: 04EK1000-2021-TA-0673
Event Code: 04EK1000-2021-E-02176
Project Name: Sherman Minton Bridge rehab

Subject: Verification letter for the 'Sherman Minton Bridge rehab' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Andrew Logsdon:

The U.S. Fish and Wildlife Service (Service) received on March 25, 2021 your effects determination for the 'Sherman Minton Bridge rehab' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with ESA Section 7(a)(2) only for the northern long-eared bat. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- Clubshell *Pleurobema clava* Endangered
- Fanshell *Cyprogenia stegaria* Endangered
- Gray Bat *Myotis grisescens* Endangered
- Indiana Bat *Myotis sodalis* Endangered
- Northern Riffleshell *Epioblasma torulosa rangiana* Endangered
- Orangefoot Pimpleback (pearlymussel) *Plethobasus cooperianus* Endangered
- Pink Mucket (pearlymussel) *Lampsilis abrupta* Endangered
- Rabbitsfoot *Quadrula cylindrica cylindrica* Threatened
- Ring Pink (mussel) *Obovaria retusa* Endangered
- Rough Pigtoe *Pleurobema plenum* Endangered
- Running Buffalo Clover *Trifolium stoloniferum* Endangered
- Sheepnose Mussel *Plethobasus cyphyus* Endangered
- Spectaclecase (mussel) *Cumberlandia monodonta* Endangered

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

---

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Sherman Minton Bridge rehab

2. Description

The following description was provided for the project 'Sherman Minton Bridge rehab':

> Perform rehabilitation to the Sherman Minton bridge over the Ohio River in Jefferson County. Prior to the rehab some trees were cleared under the bridge because they were getting close to the bridge.

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.2761187,-85.81931194502681,14z

Determination Key Result

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require

ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

   Yes

2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

   No

3. Will your activity purposefully **Take** northern long-eared bats?

   No

4. [Semantic] Is the project action area located wholly outside the White-nose Syndrome Zone?

   Automatically answered
   No

5. [Semantic] Is the project action area located within 0.25 miles of a known northern long-eared bat hibernaculum?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

   Automatically answered
   No

6. [Semantic] Is the project action area located within 150 feet of a known occupied northern long-eared bat maternity roost tree?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

   Automatically answered
   No

Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

0.3

2. If known, estimated acres of forest conversion from April 1 to October 31

0

3. If known, estimated acres of forest conversion from June 1 to July 31

0

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0

From:	Branigin, Susan
To:	Samantha Wickizer
Cc:	Coon, Matthew; Branigin, Susan; Matrisciano, Mary; Hamman, Mary Jo; Kessinger, Dav; Corbin, Daniel; Luella Beth Hillen; Aileen Driscoll; Brian Saylor
Subject:	RE: Des. No. 1702255 I-64 Sherman Minton Bridge - Scope Change Section 106 Coordination
Date:	Monday, September 25, 2023 1:58:15 PM
Attachments:	image005.png image009.png image010.png
Importance:	High

Hello Samantha,

Matt and I took a look at the provided information. Although it is usually preferable for us to receive an amended MPPA form when additional categories are being proposed/added, we note that the sign locations in question are along the interstate and within a gore area between ramps. Given that no additional analysis would need to be conducted on the part of INDOT CRO, we would be comfortable with Metric's use of this correspondence as a "Note to File," to be used to document INDOT CRO's agreement that MPPA Category B-2, A(i) and B applies in this case.

Feel free to contact our office with any further questions.

Best regards,

Susan R. Branigin, MS
History Unit Team Lead/Supervisor
Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Office: 317.417.1622
Email: sbranigin@indot.in.gov

From: Samantha Wickizer <samanthaw@metricenv.com>
Sent: Thursday, September 21, 2023 2:01 PM
To: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>
Cc: Matrisciano, Mary <Mary.Matrisciano@mbakerintl.com>; Hamman, Mary Jo <mhamman@mbakerintl.com>; Kessinger, Dav <dav.kessinger@mbakerintl.com>; Corbin, Daniel <DCorbin@indot.IN.gov>; Luella Beth Hillen <bethh@metricenv.com>; Aileen Driscoll <Aileend@metricenv.com>; Brian Saylor <bls@kokosing.biz>
Subject: Des. No. 1702255 I-64 Sherman Minton Bridge - Scope Change Section 106 Coordination
Importance: High

Good afternoon Susan and Matt,

I am working as the Environmental Compliance Manager on behalf of the Design Build team on the Sherman Minton Project in New Albany, IN and Louisville, KY.

We have been working through environmental documentation for a design change for the project, that involves the installation of Dynamic Message Signals (DMS) to communicate traffic status on the Sherman Minton Bridge to the travelling public. We met with INDOT and KYTC environmental folks last fall to discuss, but do not have official documentation as to the Section 106 aspect of the proposed change for the IN side of the project.

There are two new signs proposed for the project, one is on the I-64 mainline and the other is located within the median of the I-64 Spring Street EB on and off ramps. It is anticipated that these signs will improve safety of travelling motorists by communicating the status of traffic on the bridge prior to reaching the structure.

With regard to archaeological resources, all work for both signs will occur within existing INDOT ROW in previously disturbed soils.

With regard to Above-Ground Resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review of available resources including the original NEPA documentation for the project. It was noted that all surveyed above-ground resources in the vicinity are more than 0.1 mile away from the proposed sign locations. Additionally, none of the historical viewsheds of any of these surrounding resources will be impacted by the proposed signs as the immediate surrounding area is forested to the north/northwest, modern urban development to the south and west, and streetscape/heavy highway to the east.

The attached exhibit includes aerial maps depicting the location of the proposed signs and above-ground resources in the area, plans, rendered models of the proposed signs, and photos of the existing conditions of the surrounding area for your reference.

Based on the above can you please advise as to whether this element falls under the Conditions of the MPPA B-2, A(i) and B as the work is to occur in previously disturbed soils and will not occur adjacent to or within a National Register listed or National Register-eligible district or individual above-ground resource.

We would be happy to schedule a call to discuss further, if needed. We appreciate your consideration and guidance in this matter.

Thank you,

Samantha Wickizer, CESSWI
Project Manager (She/Her)
M 317.608.2798

6958 Hillsdale Court
Indianapolis, IN 46250
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APPENDIX C

NEPA
Documentation

Indiana Department of Transportation

County Floyd County, IN Jefferson County, KY Route I-64 Des. No. Primary Des. No. 1702255

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	I-64 / Floyd County, Indiana - Jefferson County, Kentucky
Designation Number:	INDOT Primary Des. No. 1702255, Additional Des. Nos. 1702260, 1702254, 1592187, 1702257, 1702258, 1702259, 1701215, & 1900579. KYTC Item ID 5-64.
Project Description/Termini:	I-64 Sherman Minton Bridge Rehabilitation and associated approaches. The project is located at the Interstate I-64 and US 150 Sherman Minton Bridge crossing of the Ohio River in Floyd County, New Albany, Indiana, and in Jefferson County, Louisville, Kentucky. The lead project termini extend from the I-64 / I-264 interchange in Louisville Kentucky 3.5 miles to the northwest to the I-64 / I-265 interchange in New Albany Indiana.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	**Categorical Exclusion, Level 4** – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval N/A — ESM Signature — Date

Digitally signed by Brandon Miller Date: 2020.10.05 16:56:02 -04'00' — INDOT ES Signature — 10/5/2020 Date

KYTC DEA Signature — 10/5/2020 Date

Erica Tait — Digitally signed by Erica Tait Date: 2020.10.07 16:14:16 -04'00' — FHWA Signature — 10/7/2020 Date

Release for Public Involvement

N/A — ESM Initials — Date

ES Initials — 6/23/2020 Date

Certification of Public Involvement — Office of Public Involvement — 10/1/20 Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: Date: 10-5-2020

Name and Organization of CE/EA Preparer: Mary Pusti, Michael Baker International Inc.

Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

Notice of Entry Letters

Indiana: Notice of Entry Letters were mailed to potentially affected property owners near the project area on September 13, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of entry letter for both Indiana and Kentucky is included in Appendix G, page 1.

Kentucky: Notice of Entry Letters were mailed to potentially affected property owners near the project area on September 13, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter for both Indiana and Kentucky is included in Appendix G, page 1.

Section 106

Indiana: This project qualifies under the Minor Projects Programmatic Agreement (MPPA), therefore does not require additional public involvement under Section 106 in Indiana.

Kentucky: The Kentucky Heritage Council, which is the Kentucky State Historic Preservation Office (SHPO), requirements of Section 106 in Kentucky are satisfied through the public involvement process of this project.

Public Involvement Comments and Responses

A Project-specific Public Involvement Plan (PIP) was developed that identifies various communication and outreach tools to facilitate project communication, outreach and engagement for the project and is included with the public involvement documentation for the project (Appendix G, page 4). General project communication and outreach for both Indiana and Kentucky, are supported through the use of a project website, social media, traditional media outlets, fact sheets, use of comment cards, newsletters, small group and public information meetings, and a feedback survey:

- Project Website – via http://shermanmintonrenewal.com, was designed to constantly update the public on project developments, upcoming events, answers to their questions and to share their feedback; the website has accumulated over approximately 10,442 visitors.
- Social media – via the Sherman Minton Facebook Page and Twitter account, @ShermanRenewal, has recorded over 5,251 engagements (public shares, likes, and comments via a social media post or page), and approximately 97,606 social media views. Local media has covered approximately 120 stories of the project, including an "In Conversation" Radio Call in Program with local radio station WFPL on August 2, 2019.
- Comment Cards – for the project were handed out at outreach events; to date, approximately 170 public comments have been received via the website or completed comment cards available at public open house and information meeting.
- Project Survey – was developed and posted on the website from July 2019 thru November 2019 to elicit feedback on potential Maintenance of Traffic (MOT) Options; there were approximately 3,006 survey responses.
- Community Advisory Committee (CAC) – established to facilitate communication about regional economic and community considerations for both sides of the Sherman Minton Bridge (greater New Albany and west

Louisville). The CAC is comprised of business, community and municipal representatives from both sides of the Ohio River. Four (4) CAC meetings for the project have been held; September 19, 2018. November 29, 2018, July 16, 2019 and February 6, 2020.

- Environmental Justice (EJ) Technical Advisory Committees (TACs) – due to the distinct characteristics between greater New Albany and west Louisville, two (2) separate EJ TACs were developed to facilitate communication and outreach to these specific populations. Four (4) sets of EJ TAC meetings have been held: the New Albany EJ TAC met on September 18, 2018, December 4, 2018, July 17, 2019, and February 11, 2020 while the west Louisville EJ TAC met on September 18, 2018, November 29, 2018, July 18, 2019, and February 6, 2020.

- Public Official Briefings – offered opportunities for elected officials and their operational constituencies to provide the project team with feedback on important public service considerations; two (2) rounds of public officials' briefings were included during the project planning phase. Louisville Metro, City of New Albany, Floyd County, Harrison County, Jefferson County and Clark County officials met on September 10, 2018 and July 8, 2019. An additional public officials meeting will be held in the final stages of public involvement.

- Public Open House/Information Meetings – facilitate general communication with the broader public both formally through presentations and more informally through individual conversations with project team members at information stations; to date, two (2) rounds of Public Open Houses were held in both New Albany and west Louisville. Public comments from the Open Houses were facilitated through the project website and comments cards available during meetings. New Albany Public Open Houses were held October 2, 2018 and July 25, 2019. Louisville Public Open Houses were held October 4, 2018 and July 23, 2019.

- Small Group Stakeholder Meetings – allowed for technical interaction between the project team and key stakeholder groups that focused on specific concerns or constituencies; to date, individual meetings/briefings have been held with the following:

    - One Southern Indiana (OSI) met November 7, 2018
    - Develop New Albany met August 21, 2019
    - Greater Louisville Inc (GLI) Transportation Committee met September 24, 2019
    - Transit Authority of River City (TARC), met September 5, 2019 and February 4, 2020
    - One West Community Conversation met on September 5, 2019
    - First Responders Meeting with local emergency service providers took place on August 22, 2019
    - West Jefferson County Community Task Force met March 19, 2019 and August 20, 2019

- Additional Public Involvement – In accordance with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) Virtual Public Involvement Procedures, the environmental document was available between July 1, 2020, and August 16, 2020, for public review and comment. Project information materials, including a description of the Preferred Alternative for Maintenance of Traffic (MOT) during construction, project brochure and comment cards were also available to facilitate public understanding of the project and to encourage feedback. Both the environmental document and additional public information materials were available in five public repository locations, on the project website, http://shermanmintonrenewal.com/ and were offered upon request. A presentation with audio and a project video was available on the project website and via social media channels. Follow-up communications were conducted with the project's Community Advisory Committee and both Environmental Justice Technical Committees to encourage the dissemination of project information and to request feedback. A public hearing is not required due to the level of environmental documentation; however, the opportunity to request a public hearing by members of the public was advertised during the public review period. Advertisement of the public review period occurred through social media, the project website and local newspaper listings. *The Courier Journal* published a public notice on July 3, 2020 and on July 10, 2020 (Appendix G, page 7). *The New Albany Tribune* published a public notice on July 7, 2020 and July 14, 2020 (Appendix G, page 10). *The Louisville Defender* published a public notice July 2, 2020 and on July 9, 2020 (Appendix G, page 12). No requests for a public hearing were received during the 45-day public review period of July 1, 2020, and August 16, 2020. During the public review and comment period over 350 comment cards and brochures were distributed, and the

project website had 1,160 views and 13,000 social media impressions were recorded. Social media impressions are defined as are the number of times content is displayed over one social media or multiple social media sources. The public provided a total of 25 comments through a variety of means and methods including the project website (7 comments received), e-mail (8 comments received), telephone hotline (2 comments received), and via comment cards (5 comments received). Appendix G, page 25 identifies comments collected during the public review period. All public involvement related materials, including comments received on the environmental document and corresponding responses are provided in Appendix G.

Applicable public involvement input summaries are included in the Community Impact Assessment (CIA) and EJ Analysis Technical Report (Appendix I, page 18) and the public inquires identified on Appendix G, page 110.

Public Controversy on Environmental Grounds	**Yes**	**No**
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

Remarks:

The project was identified early as having potential controversial community impacts to local residences, business and EJ populations. These impacts are based upon required temporary changes in access to and across the Sherman Minton Bridge during construction, all temporary changes of access are considered in the MOT options, and the potential EJ populations within the study:

- The Sherman Minton Bridge has been in service since 1962 and is the non-tolled option of the two Interstate crossing of the Ohio River in the Louisville metro area. The double-decker Sherman Minton Bridge carries approximately 90,000 vehicles per day as part of interstate (I-64) and daily regional (US 150) travel between the City of New Albany, Indiana and the area of west Louisville in Kentucky.
- An emergency closure of the Sherman Minton Bridge was announced and implemented on September 9, 2011 through February 17, 2012. The 2011 closure and related traffic diversions, congestion, uncertainty, and lengthy travel delays for the five months that followed left a lasting impression for many local officials, individuals, communities, and businesses.
- Potential EJ communities were identified early within the project study area and as utilizing the Sherman Minton Bridge with input from the Kentuckiana Regional Planning & Development Agency (KIPDA) regional model.
- Public outreach with local officials, community representatives, and public comments indicated that while there is broad community support for rehabilitating the Sherman Minton Bridge, the temporary impact of traffic diversion, congestion, and heavy trucks on the regional network and local streets, increased travel times and costs (and tolls), and loss of cohesion associated with the project were substantial concerns both regionally and locally. EJ populations were particularly sensitive to potential access and mobility impacts

Based upon early coordination meetings with regulatory agencies and public outreach, at this time, there is no controversy concerning impacts to natural resources.

Consideration to the public and local EJ communities was included in the development of MOT sections, due to the importance of community cohesion between New Albany, IN, and Louisville Kentucky. Minimization measures were part of the project development evaluations detailed in the remarks of the MOT Section, page 18, Community Impact Section, page 41, and EJ Section, page 45 of this document. CAC and EJ constituents along with the general public have been updated as MOT has evolved throughout the project via public meetings, the project website, and social media platforms.

The Preferred Alternative MOT was developed to meet constructability requirements, reflect public involvement input, and to reduce temporary MOT impacts for those that rely on the Sherman Minton Bridge in both Indiana and Kentucky; which should lower potential public controversy for the proposed action. The completion of proposed action will also provide long-term benefits with increased certainty and an extended service life for those that rely on the Sherman Minton Bridge in both Indiana and Kentucky. Furthermore, during the latest public involvement activities the public has not currently expressed concern with the Preferred Alternative MOT.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project:	Indiana Department of Transportation (INDOT) & Kentucky Transportation Cabinet (KYTC)	INDOT District: KYTC District:	Seymour District 5
Local Name of the Facility:	Interstate I-64 and US 150 Sherman Minton Bridge crossing of the Ohio River		

Funding Source (*mark all that apply*): Federal [X] State [X] Local [ ] Other* [ ]
*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need - The need for the project is due to the deteriorating structural condition of the existing Sherman Minton Bridge over the Ohio River, the deteriorating associated Indiana and Kentucky approaches, and deteriorating pavement of select associated side streets.

Structural elements deficiencies, depicted in Appendix B, page 7, were identified in the October 18, 2017 INDOT Bridge Assessment Report, the November 2019 INDOT Bridge Inspection Reports, and the November 2019 KYTC Bridge Inspection Report and are summarized below. Condition ratings are out of 1 to 9 (poor to good).

Des. Nos. 1702255 & 1592187 (*Bridge No. I64-123-04691 D; Sherman Minton Bridge*)

- *Bridge Decks* – Approximately 60 years old and were part of the original construction, the bridge decks have internal and external cracking observed at the underside of deck joints. Spalling was identified on limited areas on the upper deck, along the piers, abutments, copings and curbs. High amount of chloride exposure primarily from road salts was identified at the level of the reinforcing steel; 2018 INDOT Deck Condition Assessment confirmed the presence of chlorides as the primary deterioration mechanism. Corrosion identified on reinforcement steel leads to a weakening of the bridge deck and localized spalling and delamination of the concrete. This corrosion eventually leads to potholes. The bridge decks received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

- *Arch and Truss Members* - Members exhibit areas of paint failure throughout the structure, leaving steal elements unprotected, with minor to moderate section loss observed. The arch and truss members received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

- *Cable Hangers* – Are comprised of many individual wires bundled together in one cable, with a minimum of 130 individual wires in each cable. These Cable Hangers and the connectors exhibit surface corrosion due to inadequate protection from natural elements. In addition, one cable was observed to be swelling due to internal corrosion. Most cables exhibit 1 to 3 displaced wires along the length of the cables; and several cables connections exhibit moderate to heavy corrosion or pack rust of the connecting elements. The cable hangers received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

- *Floorbeam Frames* – Carry all the load/weight from the deck out to the supporting hanger cables. Significant widespread paint failure was observed. The paint failure has left the frames vulnerable to corrosion. Corrosion varies from surface corrosion to heavy section loss with some areas approaching 50% of the original thickness. This heavy reduction in the size due to corrosion results in a reduction of the overall load carrying capacity of individual members. No overall load capacity of the bridge is affected at this time. The floorbeam frames received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

- *Steel Stringer* – In place to support the deck between the floor beam frames. Widespread paint failure was observed. The paint failure has left the Steel Stringers vulnerable to corrosion. Corrosion varies from surface corrosion to heavy section loss. Cracking is observed in some stringer ends as a result of section loss due to corrosion and out of plane distortion. The steel stringer received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

- *Substructure (concrete piers and foundations)* – Support of the overlying substructure elements. Limited concrete cracking was identified along the piers and abutments. Some spalling was identified on limited areas along the piers, and abutments. The substructure received a rating of 6/fair condition rating on the November 2019 INDOT inspection.

Des. Nos. 1702254 & 1702260 (*Bridge #056B00161N; KY Approach*)

- *Bridge Deck and Superstructure elements* – Evidence of internal and external cracking and corrosion was identified. Minor amounts of section loss were present. The bridge deck and superstructure received a rating of 5/fair condition rating on the November 2019 KYTC inspection.

- *Substructure* – Concrete cracking along the piers and abutments and some spalling has been identified. The substructure received a rating of 5/fair condition rating on the November 2019 KYTC inspection.

- *Paint* – Major deterioration of paint was evident giving the structure a poor condition rating. The paint failure has allowed

exposure to the super structure elements, which increases corrosion on the superstructure. The bridge paint received a rating of 4/poor condition rating on the November 2019 KYTC inspection.

Des. No. 1702257 (*Bridge #I64-123-02294 CWBL; I-64 WB over SR 111/Main Street, RR IN Approach WB*)

- *Bridge Deck and Superstructure elements* – Evidence of minor internal and external cracking and corrosion. The bridge deck received a rating of 6/fair condition rating and the superstructure received a rating of 5/fair condition rating on the November 2019 INDOT inspection.
- *Substructur*e - Minor spalling has been identified. The substructure received a rating of 6/fair condition rating on the November 2019 INDOT inspection.

Des. No. 1702258 (*Bridge #I64-123-02294 CEBL; I-64 EB over SR 111/Main Street., RR IN Approach EB*)

- *Bridge Deck and Superstructure elements* – Evidence of internal and external cracking and corrosion identified. Minor amounts of section loss were present. The bridge deck received a rating of 6/fair condition rating and the superstructure received a rating of 6/good on the November 2019 INDOT inspection.
- *Substructure* – Minor cracking along the abutments. The superstructure received a rating of 6/good on the November 2019 INDOT inspection.

Des. No. 1702259 (*Bridge #I64-123-02294 JCEB; I-64 EB over SR 111/Main Street., RR IN Approach EB*)

- *Bridge Deck and Superstructure elements* – Evidence of external cracking and corrosion identified. Minor amounts of section loss were present. The bridge deck and superstructure received a rating of 6/fair condition rating on the November 2019 INDOT inspection.
- *Substructure* – Minor cracking along the abutments. The substructure received a rating of 6/good condition rating on the November 2019 INDOT inspection.

Des. No. 1900579 (*Bridge #I64-123-04690 BEBL; I-64 EB over Market Street 0.11 W of SR 111*)

- *Paint* – Minor deterioration of paint was evident. The paint failure has allowed exposure to the super structure elements, which could lead to an increase of corrosion on the superstructure. The bridge paint received a rating of 5/fair condition rating on the November 2019 INDOT inspection.

Deterioration was also identified on side streets:

Des. No. 1701215 (*Old SR 62 [Elm Street] from I-64 Exit Ramp to State Street*)

- *Elm, Spring, and 5th Streets* - Pavement deterioration and non-compliant American Disability Association (ADA) standard curb ramps are identified along Elm, Spring, and 5th Streets of New Albany, IN.

Purpose - The purpose of the Project is to address the deterioration of structural elements listed below; of the Sherman Minton Bridge, the associated Indiana and Kentucky approaches, and select associated side streets with the goal of extending the service life of the I-64 Interstate crossing over the Ohio River up to 30 years.

Des. Nos. 1702255 & 1592187 (*Bridge No. I64-123-04691 D; Sherman Minton Bridge*)

- Address the deterioration of the Bridge Decks, Arch and Truss Members, Cable Hangers, Floor Frames, Steel Stringer and Substructure; and to protect the structure for future use.

Des. Nos. 1702254 & 1702260 (*Bridge #056B00161N; KY Approach*)

- Address the deterioration of the Bridge Decks, Superstructure elements and Substructure; and to protect the structure for future use.

Des. No. 1702257 (*Bridge #I64-123-02294 CWBL; I-64 WB over SR 111/Main Street, RR IN Approach WB*)

- Address the deterioration of the Bridge Decks, Superstructure elements and Substructure.

Des. No. 1702258 *(Bridge #I64-123-02294 CEBL; I-64 EB over SR 111/Main Street., RR IN Approach EB*)

- Address the deterioration of the Bridge Decks, Superstructure elements and Substructure.

Des. No. 1702259 (*Bridge #I64-123-02294 JCEB; I-64 EB over SR 111/Main Street., RR IN Approach EB*)

- Address the deterioration of the Bridge Decks, Superstructure elements and Substructure.

Des. No. 1900579 (*Bridge #I64-123-04690 BEBL; I-64 EB over Market Street 0.11 W of SR 111*)

- Protect the Superstructure elements for future use.

Purpose identified on side streets:

Des. No. 1701215 (*Old SR 62 [Elm Street] from I-64 Exit Ramp to State Street*)

- Address the deterioration of the pavement and provide ADA compliant standard curb ramps along Elm, Spring, and 5th Streets in New Albany, IN.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Floyd, IN & Jefferson, KY Municipality: New Albany, Indiana and Louisville, Kentucky

Limits of Proposed Work: Elm Street from 2nd Street to State Street in Indiana, Spring Street from State Street to 5th Street to Main Street in Indiana, upper and lower decks of the Sherman Minton Bridge to the Kentucky approach crossovers.

Total Work Length: 1.8 Mile(s) Total Work Area: 17.3 Acre(s) (This includes work area measured on both decks of the Sherman Minton Bridge)

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

[1]*If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.*

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Location

The project location is the I-64 Interstate and US 150 (I-64) over the Ohio River connecting New Albany, Floyd County, Indiana and Louisville, Jefferson County, Kentucky (Appendix B, page 1). The project is centered at 38.278665°N, -85.822237°E, the location of the Sherman Minton Bridge, in the Indiana New Albany Quadrangle, Sections 21, 22, 27, and 28, Township 27N, and Range 8E. The Sherman Minton Bridge connects New Albany, Indiana and the west side of Louisville, Kentucky, which is often referred to as west Louisville throughout this document.

The Sherman Minton Renewal Project (SMRP) logical termini are the system to system I-64/I-264 interchange to the south in Kentucky and the I-64/I-265 interchange to the north in Indiana and have independent utility with the surrounding interstate network. Local side streets, Elm Street, Spring Street, and 5th Street (also referred to as West Elm Street, West Spring Street and West 5th Street), are located within the City of New Albany, IN near the Sherman Minton Bridge. In the past when there have been closures of the Sherman Minton Bridge, traffic diverts onto these local side streets. The side streets were identified as needing improvements including ADA compliant standard curb ramps. Due to these side streets close proximity to the bridge repairs, it was identified by INDOT and recommended to be included in the same contract as the Sherman Minton Bridge. The logical termini for the side street improvements is Elm Street from the I-64 exit ramp and Spring Street from State Street to 5th Street to Main Street (Appendix B, page 3).

Since the project is located within two states, the project has different identifiers for each state. Indiana identifies the project using INDOT Designation numbers (Des. Nos.) and Kentucky identifies the project using Item IDs. There are nine INDOT Des. Nos., 1702255, 1592187, 1702260, 1702254, 1702257, 1702258, 1702259, 1701215, and 1900579, associated with this project and covered in this CE documentation. The lead Des. No. is 1702255. The Kentucky Item ID is 5-64 for the Kentucky approaches, also identified

under INDOT Des. Nos. 1702260 & 1702254. The INDOT Des. Nos. will be used as the main reference throughout this document.

Specific project locations separated by each INDOT Des. No. and Bridge No. are included in Table 1 and are depicted in graphics in Appendix B.

Table 1. Sherman Minton Renewal Project: Project Location and Termini

Des. No.	Bridge No.	Description	Location
1702255 & 1592187	I64-123-04691 D	Sherman Minton Bridge	Construction extends from 0.32 miles south of the Elm Street south on ramp to 0.45 miles from the I-264 south off ramp MOT elements extend from the I-64 / I-264 interchange 3.5 miles to the northwest to the I-64 / I-265 interchange in New Albany Indiana; and EB I-265 exit ramp to SB I-65
1702260 & 1702254 (KY Item ID 5-64)	056B00161N	KY Approaches	Extend 0.45 miles from the I-264 south off ramp to 0.11 miles from the I-264 off ramp
1702257	I64-123-02294 CWBL	I-64 WB over SR 111/Main Street, RR (IN Approach WB)	0.32 miles south of the Elm Street North off Ramp to 0.17 miles south of the Elm Street North off Ramp
1702258	I64-123-02294 CEBL	I-64 EB over SR 111/Main Street (IN Approach EB)	0.19 miles south of the Elm Street South on ramp to 0.23 miles south of the Elm Street South on Ramp
1702259	I64-123-02294 JCEB	I-64 EB over Southern RR (IN Approach EB over RR)	0.26 miles south of the Elm Street South on ramp to 0.32 miles south of the Elm Street South on Ramp
1701215	n/a Broken into 3 roadway segments.	Old SR 62 (Elm Street) from I-64 Exit Ramp to State Street and Spring Street	0.10 mile of Elm Street from the northbound I-64 exit ramp to 170 ft west of State Street; 0.36 mile of Spring Street from West 5th Street to State Street; 0.19 mile of West 5th Street from the southbound I-64 exit ramp to 65 ft north of SR 111/Main Street;
1900579	I64-123-04690 BEBL	I-64 EB over Market Street 0.11 W of SR 111	0.09 miles south of the Elm Street South on Ramp to 0.13 miles south of the Elm Street South on Ramp

Existing Conditions

The Sherman Minton Bridge has been in service since 1962 and is the non-tolled option of the two Interstate crossings of the Ohio River in the Louisville metro area. The land use in the vicinity of the project is primarily metropolitan and industrial. The project area spans over the Ohio River and contains other water resources identified in this document: part III, section A and in Appendix F. EJ communities and historic districts are identified in the surrounding area of the project. A public recreation area and Ohio River Greenway Trail are located adjacent to the project in New Albany, IN. A public park, Shawnee Park, which includes a public golf course Shawnee Golf Course, and a public trail, Louisville Loop, are adjacent to the project in west Louisville, Kentucky. The double-decker Sherman Minton Bridge carries approximately 90,000 vehicles per day as part of interstate (I-64) and daily regional (US 150) travel between the City of New Albany, Indiana and the area of west Louisville in Kentucky. Other Ohio River crossings in the region include the US 31 Clark Memorial Bridge (non-tolled) in downtown Louisville, the I-65 Kennedy and Lincoln Bridges (tolled), and the SR 265 Lewis and Clark Bridge (tolled) east of Louisville.

Because of the age and condition of these structures, the frequency of both planned and unplanned (urgent) repair projects to keep the Sherman Minton Bridge safely in service have been increasing. For example, the 2011 5-month emergency closure of the Sherman Minton Bridge for repair of cracks in structural members, the 2013 bridge deck expansion, joint replacement and steel repairs, the 2017 unplanned urgent repair project to strengthen steel floor system elements due to corrosion and section loss and the 2018 unplanned urgent repair project occurred to repair holes and deterioration identified in the bridge decks. Currently the October 18, 2017 INDOT Bridge Assessment Report, and the November 2019 INDOT Inspection Reports, and the November 2019 KYTC Bridge Inspection Report identify the following in a brief summary:

Des. Nos. 1702255 & 1592187 (*Bridge No. I64-123-04691 D; Sherman Minton Bridge*)

- Bridge decks have evidence of cracking, spalling, road salt damage, and corrosion.

- Arch and Truss Members exhibit widespread paint failure throughout the structure, leaving the structure unprotected and susceptible to corrosion.
- Cable Hangers and the connectors exhibit heavy surface corrosion, minor internal corrosion, and displaced wires.
- Floorbeam Frames and Steel Stringers exhibit widespread paint failure, heavy corrosion, and section loss.
- Substructure has evidence of minor cracking and spalling along the piers, and abutments.

Des. Nos. 1702254 & 1702260 (*Bridge #056B00161N; KY Approach*)

- Bridge Deck and Superstructure elements have evidence of cracking, corrosion and minor amounts of section loss were present along with major paint deterioration.
- Substructure has evidence of cracking, spalling and paint deterioration.

Des. No. 1702257 (*Bridge #I64-123-02294 CWBL; I-64 WB over SR 111/Main Street, RR IN Approach WB*)

- Bridge Deck and Superstructure elements have evidence of cracking and corrosion.
- Substructure has evidence of spalling.

Des. No. 1702258 (*Bridge #I64-123-02294 CEBL; I-64 EB over SR 111/Main Street, RR IN Approach EB*)

- Bridge Deck and Superstructure elements have evidence of cracking, corrosion and minor amount of section loss.
- Substructure has minor cracking along the abutments.

Des. No. 1702259 (*Bridge #I64-123-02294 JCEB; I-64 EB over SR 111/Main Street., RR IN Approach EB*)

- Bridge Deck and Superstructure elements have evidence of cracking, corrosion and minor amounts of section loss.
- Substructure has Minor cracking along the abutments.

Des. No. 1900579 (*Bridge #I64-123-04690 BEBL; I-64 EB over Market Street 0.11 W of SR 111*)

- Superstructure and substructure exhibit deterioration of paint.

Des. No. 1701215 (*Old SR 62 [Elm Street] from I-64 Exit Ramp to State Street*)

- Elm, Spring, and 5th Streets have evidence of pavement deterioration and non-compliant ADA standard curb ramps at intersections identified along Elm, Spring, and 5th Streets.

Preferred Alternative

The SMRP is the rehabilitation of the Sherman Minton Bridge and related approaches in Indiana and Kentucky. The goal of SMRP is to address the deteriorating structural condition of the existing bridges to extend the service life of the bridges up to 30 years. Project elements include bridge deck replacements and bridge deck overlays, structural repairs, replacement lighting, bridge painting, local streets Hot Mix Asphalt (HMA) overlay and ADA ramp reconstruction, and interstate ramp frictionalization. SMRP is a joint effort between INDOT and KYTC. INDOT is leading SMRP in close collaboration with key staff from KYTC. In efforts of avoiding repetition in this document the structural repairs, lighting replacements, bridge drain components, and structural elements included on this project are further detailed in the remarks of the Design Criteria Section, page 13 of this document.

Since construction zones and temporary lane/ramp closures are required for construction on the Sherman Minton Bridge structure, additional maintenance work is included as part of SMRP: deck overlay on I-64 westbound and eastbound over SR 111/Main Street and I-64 eastbound over Southern Railroad, painting of the I-64 EB bridge over Market Street, and local street work including HMA overlay, preventative maintenance, and ADA curb ramp reconstruction on Elm Street, Spring Street, and 5th Street near the I-64 ramps in New Albany, IN. The SMRP construction area is from the I-64 exit ramp to State Street in Indiana to the I-64/I-264 interchange in Kentucky, for a total of approximately 1.5 miles. Appendix B, page 3 depicts the geographic location of the various individual elements of SMRP. Appendix B, page 26-110 includes the draft plan sets per structure. Table 2 below provides additional details for the proposed improvements that are anticipated to be completed as part of SMRP.

Table 2. Sherman Minton Renewal Project: Individual Project Elements

Des. No.	Bridge No.	Description	Work Type

1702255	I64-123-04691 D	Sherman Minton Bridge	Bridge Deck Replacement, Structural Repairs and Substructure Repairs
1592187	I64-123-04691 D	Sherman Minton Bridge	Bridge Painting
1702260 (KY Item ID 5-64)	056B00161N	KY Approach	Bridge Deck Replacement, Substructure Repairs, and Bridge Painting
1702254 (KY Item ID 5-64)	056B00161N	KY Approach	Bridge Deck Replacement, Substructure Repairs, and Bridge Painting
1702257	I64-123-02294 CWBL	I-64 WB over SR 111/Main Street, RR (IN Approach WB)	Bridge Deck Overlay and Bridge Painting
1702258	I64-123-02294 CEBL	I-64 EB over SR 111/Main Street (IN Approach EB)	Bridge Deck Overlay and Bridge Painting
1702259	I64-123-02294 JCEB	I-64 EB over Southern RR (IN Approach EB over RR)	Bridge Deck Overlay and Bridge Painting
1701215	n/a	Old SR 62 (Elm Street) from I-64 Exit Ramp to State Street and Spring Street	HMA Overlay, Preventative Maintenance, and ADA Curb Ramp
1900579	I64-123-04690 BEBL	I-64 EB over Market Street 0.11 W of SR 111	Bridge Painting

The roadway project spans three segments of side streets: Elm Street from I-64 exit ramp to 0.04 miles west of State Street; 5th Street from 0.02 miles north of SR 111 to Spring Street; and Spring Street from W. 5th Street to 0.02 miles West of State Street in the City of New Albany, IN. The HMA resurface includes 1.5-inch mill and HMA overlay of the existing pavement (Appendix B, page 85). In addition to the HMA overlay activities, traffic signal loops will be reestablished at the west approach of Elm Street and Scribner Drive and the east approach of Spring Street and Scribner Drive. A total of eleven (11) intersections will have ADA curb ramp work completed in order to meet ADA-compliant standards. The intersections where ADA curb ramp work will occur are provided in Table 3 below:

Table 3. Sherman Minton Renewal Project: Intersections with ADA Curb Ramp Work

	Intersections:	Quadrants:
1	West 5th Street & SR 111/Main Street	All four corners
2	West 5th Street & Market Street	All four corners
3	West 5th Street & Spring Street	NW, SW and SE corners
4	West 4th Street & Spring Street	SW and SE corners
5	Washington Place & Spring Street	SW and SE corners
6	Scribner Drive & Spring Street	All four corners
7	West 1st Street & Spring Street	All four corners
8	State Street & Spring Street	All four corners
9	Scribner Drive & Elm Street	NE and SE corners
10	West 1st Street & Elm Street	All four corners
11	State Street & Elm Street	All four corners

Six MOT options have been analyzed and considered for this project. The six MOT options are further detailed on page 18 in the MOT section of this document and included as exhibits in Appendix B, pages 10-18. Minimization measures were part of project development, evaluations, and a combination of MOT options to reduced impacts. While the MOT 1 option had the most positive public involvement comments, fewest changes from existing travel patterns and local access, lowest induced traffic diversions and related environmental impacts; project constructability requirements were not entirely met. The Preferred Alternative MOT combined the predominant use of MOT 1, limited off-peak use of MOT-2 (*allowance for about 180 nights per construction year*), and short-term use of MOT-5. Detour routes are listed below and included in Appendix B, pages 19-26.

Indiana

- I-64 through traffic will be detoured via I-265 to I-65 paired Kennedy and Lincoln bridges through Louisville and the I-265 (SR 265) Lewis and Clark Bridge to the east of Louisville.
- Local access to New Albany IN would follow the same detour route or remain on the local roadway network; State Street will be the detour route during closure of the Spring Street access ramps in New Albany IN.

Kentucky

- Both I-264 and I-64 through traffic will be detoured to either the I-65 paired Kennedy and Lincoln bridges through Louisville or the I-265 (SR 265) Lewis and Clark Bridge to the east of Louisville.
- Local access to west Louisville KY would follow the same detour route or remain on the local arterial network.

The completion of proposed action will also provide long-term benefits with increased certainty and an extended service life for those that rely on the Sherman Minton Bridge in both Indiana and Kentucky. The Sherman Minton Bridge is the most heavily travelled crossing of the Ohio River in Louisville, and as such, many people are affected by increasingly frequent repairs and associated lane closures. A portion of the traffic that uses this bridge is commercial and lane closures can cause delays due to queuing at the bridge or detouring around the bridge. The rehabilitation of the Bridge maximizes use of existing structures, while extending their service life and meets the purpose and need.

No permanent or temporary ROW is anticipated for this project. No impacts to natural resources are anticipated.

Implementation

This project will be implemented as a Design-Build Best Value contract. INDOT and KYTC will select the Design-Build Contractor team based upon evaluation including but not limited to factors such as: contractor approach, cost, time and impacts minimization of environmental and public.

The Design-Build Contractor will be responsible for compliance with all approved NEPA Documents. While no impacts are anticipated, this is dependent on the MOT option and construction methods proposed by the Design-Build Contractor; further resource analysis and permits may be required. All permits, associated documentation, and coordination will be the responsibility of the Design-Build Contractor. Any applicable recommendations made by resource agencies during initial coordination are included in the Environmental Commitments section of this CE document on page 51.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative: The "No-Build" is an avoidance alternative that would have no work on the existing Sherman Minton Bridge and approach structures, no immediate expenditure of federal funds, and would result in no environmental impact. Without rehabilitation, the existing Sherman Minton Bridge and approach structures would continue to deteriorate, require more frequent inspections, maintenance work, additional closures over time to keep the bridge functioning safely, and increase community impact. Eventually, without rehabilitation, it will become too costly to maintain safe travel conditions and result in the permanent closure of the bridge. As the most heavily travelled crossing of the Ohio River in the Louisville area, the increasingly frequent repairs and associated lane closures have negatively affected local traffic patterns and adjacent communities. Permanent closure would disrupt regional traffic patterns for thousands of interstate and local users and affect local EJ populations. This alternative would not meet the purpose and need of the project, therefore; this alternative has been dismissed.

Replacement Alternative: Replacement of the existing double-decker bridge would have new environmental impacts; expanded evaluation, justification, and permitting requirements; require new Right of Way (ROW) and potential relocations; a longer timeframe to address deteriorating conditions, and significantly higher financial costs. Replacement was not carried forward by INDOT or FHWA as an alternative in the project's planning stage therefore, replacement has not been carried over in the project scope.

The Do Nothing Alternative is not feasible, prudent or practicable because (*Mark all that apply*):

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	X
Other (Describe)	

ROADWAY CHARACTER:

I-64

Functional Classification: Interstate

Current ADT: 79,541 VPD (2019) Design Year ADT: 98,025 VPD (2040)

Design Hour Volume (DHV): 7,402 Truck Percentage (%) 10

Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	3 NB, 3 SB		3 NB, 3 SB	
Type of Lanes:	Travel Lanes		Travel Lanes	
Pavement Width:	88	ft.	88	ft.
Shoulder Width:	4 min	ft.	4 min	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway

Spring Street

Functional Classification: Minor Arterial

Current ADT: 18,817 VPD (2018) Design Year ADT: 23,421 VPD (2040)

Design Hour Volume (DHV): 1,882 Truck Percentage (%) 2

Designed Speed (mph): 25 Legal Speed (mph): 25

	Existing		Proposed	
Number of Lanes:	5		5	
Type of Lanes:	3 travel lanes, 2 parking lanes		3 travel lanes, 2 parking lanes	
Pavement Width:	52	ft.	52	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	6 min	ft.	6 min	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

Elm Street

Functional Classification: Minor Arterial

Current ADT: 23,329 VPD (2018) Design Year ADT: 23,347 VPD (2040)

Design Hour Volume (DHV): 2,332 Truck Percentage (%) 2

Designed Speed (mph): 25 Legal Speed (mph): 25

	Existing		Proposed	
Number of Lanes:	3		3	
Type of Lanes:	3 travel lanes		3 travel lanes	
Pavement Width:	52	ft.	52	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4 min	ft.	4 min	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): 5 Structures, NBI number listed below Sufficiency Rating: 9-1, INDOT Bridge Inspection Report
(Rating, Source of Information)

(2019 INDOT Bridge Inspection Report)

Bridge (Inspection Date)	Component	Condition Rating								
		Good			Fair		Poor			
		9	8	7	6	5	4	3	2	1
I64-123-04691 D Sherman Minton Bridge (Nov 2019)	Deck					✓				
	Superstructure					✓				
	Substructure				✓					
	Paint						✓			
I64-123-02294 CWBL I-64 WB over SR 111/Main Street, RR IN Approach WB (Nov 2019)	Deck				✓					
	Superstructure					✓				
	Substructure					✓				
	Paint			✓						
I64-123-02294 CEBL I-64 EB over SR 111/Main Street IN Approach EB (Nov 2019)	Deck				✓					
	Superstructure			✓						
	Substructure				✓					
	Paint		✓							
I64-123-02294 JCEB I-64 EB over Southern RR IN Approach EB (Nov 2019)	Deck				✓					
	Superstructure				✓					
	Substructure			✓						
	Paint				✓					
056B00161N KY Approach (Sept 2019)	Deck					✓				
	Superstructure					✓				
	Substructure					✓				
	Paint						✓			
I64-123-04690 BEBL I-64 EB over Market Street (Nov 2019)	Deck			✓						
	Superstructure				✓					
	Substructure			✓						
	Paint					✓				

9-7	Excellent to Good condition with none to some minor problems noted.
6-5	Satisfactory to fair condition, all primary structural elements found but minor deterioration, section loss is present
4-1	Poor to "imminent" failure condition, Advanced to Major deterioration to primary structure elements, Fatigue cracks may be present, or scour could be damaging to support.
0	Failed condition the bridge is out-of-service.

Source: INDOT and KYTC Bridge Inspection Reports

I64-123-04691 D	Existing		Proposed	
Bridge Type:	Steel through arch, Steel through/deck truss		Steel through arch, Steel through/deck truss	
Number of Spans:	5 spans		5 spans	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	17.58 (from SI&A)	ft.	17.58 (from SI&A)	ft.
Curb to Curb Width:	42	ft.	42	ft.
Outside to Outside Width:	45	ft.	45	ft.
Shoulder Width:	3 (both sides)	ft.	3 (both sides)	ft.
Length of Channel Work:	N/A		N/A	ft.

Remarks:

Structure No. I64-123-04691 D

This is the lead structure number for the Sherman Minton Bridge. The Sherman Minton bridge is a double-deck bridge carrying I-64 traffic over the Ohio River, connecting New Albany, Indiana and Louisville, Kentucky. The proposed work type for this structure is a bridge deck replacement, replacement of lighting components, structural repairs, and cleaning and painting of all steel (Appendix B, page 29).

The bridge deck replacement work includes demolition of the existing bridge decks, cleaning the top flanges of the stringers, installing shear stud connectors, and casting a new reinforced concrete bridge deck with new expansion joints. The proposed bridge decks will feature bridge railings, longitudinal grooving, snow-plowable raised pavement markers, barrier delineators, and new pavement markings. The proposed decks will be surface sealed.

The structural repair work includes repair or replacement of selected structural steel members. Specifically, the following members included in the work are:

- The hanger cable assemblies will be replaced.
- Stringer ends will be repaired.
- Floorbeams and floorbeam frames will be repaired.
- The inspection access system including the catwalk, fall-arrest cables, and associated hardware will be repaired or replaced as needed to restore the safe working capacity of these systems. In addition, the inspection access system will be enhanced through the addition of inspection access ladders from the tops of the piers to the upper chords of the arches, and a safety cable will be added to the top chord of the arches.
- Deteriorated bolts and rivets will be replaced with new bolts throughout the bridge.
- Grinding and bolted repairs will be performed at floorbeam frames to reduce the fatigue sensitivity of certain steel details.

The cleaning and painting work include removal of the existing paint system and application of a new paint system on all steel members of the bridge, above the tops of the substructures. The metal drill shavings at the bottom of the arch ties will be addressed during the cleaning of the steel in these areas.

Substructure repair work will be performed on the pier cap at Pier 6. Epoxy injection grouting repair will be performed at a crack in the pier cap. This work is to be completed under Des. No. 1702255 and 1592187.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

I64-123-02294 CWBL	Existing		Proposed	
Bridge Type:	Steel multi-girder		Steel multi-girder	
Number of Spans:	9 spans		9 spans	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	99.99 (from SI&A means no restrictions)	ft.	99.99 (from SI&A means no restrictions)	ft.
Curb to Curb Width:	42	ft.	42	ft.
Outside to Outside Width:	45	ft.	45	ft.
Shoulder Width:	3 (both sides)	ft.	3 (both sides)	ft.
Length of Channel Work:	N/A		N/A	ft.

Remarks:

Structure Nos. I64-123-02294 CWBL

This structure is the I-64 westbound lane (WBL) Indiana approach over SR 111/Main Street connecting to the Sherman Minton Bridge. The proposed work type for this structure is bridge deck overlay, replacement of lighting

components, structural repairs, and partial bridge cleaning and painting (Appendix B, page 43).

The bridge deck overlay work includes milling the existing bridge deck to remove concrete cover and unsound concrete, deck and barrier concrete repairs, replacement of bridge deck expansion joints, and casting a new latex modified concrete overlay. The proposed work also includes installation of snow-plowable raised pavement markers, barrier delineators, and new pavement markings. The existing reinforced concrete approach slabs will be demolished, and new reinforced concrete approach slabs will be constructed.

The structural repair work includes repair or replacement of selected structural steel members. Specifically, the following members included in the work are:

- The bearings will be replaced.
- Girder ends will be repaired.

The partial cleaning and painting work include local repairs of the existing paint system and painting of areas disturbed by steel repair work. This work is to be completed under Des. No. 1702257.

Will the structure be rehabilitated or replaced as part of the project?	Yes	No	N/A
	X		

I64-123-02294 CEBL	Existing		Proposed	
Bridge Type:	Steel continuous multi-girder		Steel continuous multi-girder	
Number of Spans:	3 spans		3 spans	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	99.99 (from SI&A means no restrictions)	ft.	99.99 (from SI&A means no restrictions)	ft.
Curb to Curb Width:	51'-1 ¾" to 58'-7 ½"		51'-1 ¾" to 58'-7 ½"	
Outside to Outside Width:	54'-1 ¾" to 61'-7 ½"		54'-1 ¾" to 61'-7 ½"	
Shoulder Width:	Varies (left 3'-6" to 6', right 4'-7 ½")		Varies (left 3'-6" to 6', right 4'-7 ½")	
Length of Channel Work:	N/A		N/A	ft.

Remarks:

Structure Nos. I64-123-02294 CEBL

This structure is the I-64 eastbound lane (EBL) Indiana approach over SR 111/Main Street connecting to the Sherman Minton Bridge. The proposed work type for this structure is deck overlay, structural repairs and painting (Appendix B, page 36).

The bridge deck overlay work includes milling the existing bridge deck to remove concrete cover and unsound concrete, deck and barrier concrete repairs, replacement of bridge deck expansion joints, and casting a new latex modified concrete overlay. The proposed work also includes installation of snow-plowable raised pavement markers, barrier delineators, and new pavement markings. The existing reinforced concrete approach slabs will be demolished, and new reinforced concrete approach slabs will be constructed.

The structural repair work includes repair or replacement of selected structural steel members. Specifically, the following members included in the work are:

- The bearings will be replaced.
- Girder ends will be repaired.

The partial cleaning and painting work include local repairs of the existing paint system and painting of areas disturbed by steel repair work. This work is to be completed under Des. No. 1702258.

Will the structure be rehabilitated or replaced as part of the project?	Yes	No	N/A
	X		

I64-123-04690 BEBL	Existing		Proposed	
Bridge Type:	Steel multi girder		Steel multi girder	
Number of Spans:	3		3	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	99.99 (from SI&A means no restrictions)	ft.	99.99 (from SI&A means no restrictions)	ft.
Curb to Curb Width:	59.0	ft.	59.0	ft.
Outside to Outside Width:	61.6	ft.	61.6	ft.
Shoulder Width:	6	ft.	6	ft.
Length of Channel Work:	N/A		N/A	ft.

Remarks: I64-123-04690 BEBL
This structure is the I-64 eastbound lane (EBL) over Market Street 0.11 W of SR 111. This structure has a fair condition rating for the deck, superstructure, and substructure. The proposed work type for this structure is bridge painting (Appendix B, page 77). This work is to be completed under Des. No. 1900579.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

I64-123-02294 JCEB	Existing		Proposed	
Bridge Type:	Steel multi-girder		Steel multi-girder	
Number of Spans:	4 spans		4 spans	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	15.05 (from SI&A)	ft.	15.05 (from SI&A)	ft.
Curb to Curb Width:	42	ft.	42	ft.
Outside to Outside Width:	45	ft.	45	ft.
Shoulder Width:	3 (both sides)	ft.	3 (both sides)	ft.
Length of Channel Work:	N/A		N/A	ft.

Remarks: Structure Nos. I64-123-02294 JCEB
This structure is the I-64 eastbound lane (EBL) Indiana approach over Southern RR connecting to the Sherman Minton Bridge. The proposed work type for this structure is bridge deck overlay, replacement of lighting components, structural repairs, and partial bridge cleaning and painting (Appendix B, page 81).

The bridge deck overlay work includes milling the existing bridge deck to remove concrete cover and unsound concrete, deck and barrier concrete repairs, replacement of bridge deck expansion joints, and casting a new latex modified concrete overlay. The proposed work also includes installation of snow-plowable raised pavement markers, barrier delineators, and new pavement markings. The existing reinforced concrete approach slabs will be demolished, and new reinforced concrete approach slabs will be constructed.

The structural repair work includes repair or replacement of selected structural steel members. Specifically, the following members included in the work are:

- The bearings will be replaced.
- Girder ends will be repaired.

The partial cleaning and painting work include local repairs of the existing paint system and painting of areas disturbed by steel repair work. This work is to be completed under Des. No. 1702259.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

056B00161N	Existing		Proposed	
Bridge Type:	Steel multi girder		Steel multi girder	
Number of Spans:	27 spans (14 WB + 13 EB)		27 spans (14 WB + 13 EB)	
Weight Restrictions:	Open (no restrictions)		Open (no restrictions)	
Height Restrictions:	16’-3”		16’-3”	
Curb to Curb Width:	42	ft.	42	ft.

Outside to Outside Width:	48'-3"		48'-3"	
Shoulder Width:	3 (both sides)	ft.	3 (both sides)	ft.
Length of Channel Work:	N/A		N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Structure No. 056B00161N

This structure is the I-64 eastbound lane (EBL) and westbound lane (WBL) Kentucky approach connecting to the Sherman Minton Bridge. The proposed work type for this structure is a bridge deck replacement and structural repairs (Appendix B, page 52).

The bridge deck replacement work includes demolition of the existing bridge decks, cleaning the top flanges of the girders, installing shear stud connectors, and casting a new reinforced concrete bridge deck with new expansion joints. The proposed bridge decks will feature bridge railings, longitudinal grooving, snow-plowable raised pavement markers, barrier delineators, and new pavement markings. The proposed decks will be surface sealed. The existing reinforced concrete approach slabs will be demolished, and new reinforced concrete approach slabs will be constructed.

The structural repair work includes repair or replacement of selected structural steel members. Specifically, the following members included in the work are:

- Repair of cracks in steel members.
- The lateral restraints will be repaired or replaced.
- Deteriorated bolts and rivets will be replaced with new bolts throughout the bridge.

The cleaning and painting work include removal of the existing paint system and application of a new paint system on all steel members of the bridge, above the tops of the substructures. This work will be completed under Des. Nos. 1702254 and 1702260, and KY Item ID 5-64.

Substructure repair work will be performed on the piers supporting this bridge. Proposed pier cap work includes:

- Concrete cover will be removed, reinforcement will be repaired as needed, deeper concrete repairs will be performed as needed, passive cathodic protection will be installed, and new cover concrete will be cast to restore the original surface of the pier caps. Pier caps beneath expansion joints will be surface sealed.

Columns, from bottom of pier caps down to existing ground line:

- These surfaces will receive substructure concrete repairs as needed. Reinforcement repair will be performed as needed, and passive cathodic protection will be installed in new concrete in the repaired areas.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?	X	
Is there substantial controversy associated with the proposed method for MOT?	X	

Remarks:

MOT with temporary construction access for work on the bridge and both the Indiana and Kentucky sides of the Ohio River will be required throughout the duration of SMRP. Construction zone speed limit, travel lane, and access reductions and/or closures will reduce traffic on the Sherman Minton Bridge as well as divert traffic along detour routes and the local roadway network. A summary of the full traffic analysis is identified in Appendix I, page 11. Six MOT options were developed and evaluated during SMRP design engineering, traffic modeling, Community Impact Assessment (CIA) and EJ Analysis (in Section G – Community Impacts of this document (page 43) and Appendix I, page 90); MOT graphics are identified in Appendix B, page 10.

MOT 1 – Two lanes open, both decks (existing EB-eastbound and WB-westbound decks)
One (1) EB and one (1) WB lane will be closed for construction. Two (2) EB and two (2) WB travel lanes will remain open but will shift location on the bridge during each of the three (3) construction phases; existing access ramps will remain open.

MOT 2 – One lane open, both decks (EB and WB decks)
Two (2) EB and two (2) WB lanes will be closed for construction. One (1) EB and one (1) WB travel lanes will remain open but will shift location on the bridge during two (2) construction phases; existing access ramps will remain open. A temporary Kentucky crossover lane for to I-64 WB merge with I-264 will be required.

MOT 3 – Alternating three one-way lanes (AM-EB / PM-WB) open on one deck
One (1) bridge deck with three (3) lanes will be closed for construction during two (2) construction phases. The remaining bridge deck will be open with all three (3) travel lanes open in one direction only (EB 1AM to Noon), all travel will be closed during a 1-hour transition before reopening for travel in the opposite direction (WB 1PM to Midnight) Access ramp closures and a Kentucky crossover for I-64 WB merge with I-264 will be required.

MOT 4 – Reversible center lane (AM-EB / PM-WB) and one-way EB/WB lanes open on one deck
One (1) bridge deck with three (3) lanes will be closed for construction during two (2) construction phases. The remaining bridge deck will be open with one (1) EB and one (1) WB travel lanes, and movable barrier system that will change a (1) center lane from one-way EB (Midnight to Noon) to the opposite direction one-way WB (Noon to Midnight) each day. Access ramp closures and a Kentucky crossover for I-64 WB merge with I-264 will be required.

MOT 5 – Full Duration Closure of all six lanes and both decks
Both bridge decks, all six (6) lanes, and associated access ramps will be closed for construction; all traffic will be diverted to detour routes.

MOT 6 – One Direction/Phase three one-way lanes (WB-Phase 1/EB-Phase 2) open on one deck
One (1) bridge deck with three (3) lanes will be closed for construction during two (2) construction phases. During Phase 1, the remaining bridge deck will be open with all three (3) travel lanes open for only EB flow and all WB traffic will be diverted to detour routes. In Phase 2, the remaining bridge deck will be open with all three (3) travel lanes open for only WB flow and all EB traffic will be diverted to detour routes. Access ramp closures would be required.

As detailed in the Community Impact and EJ Analysis (in Section G - Community Impacts, page 43 of this document and Appendix I, page 90), public involvement, community profiles, and EJ population and demographics were evaluated for induced traffic diversions and related travel times, travel costs, congestion, and cross-river connectively impacts. Quality of Life Factors (Air Quality and Noise Impacts) and Safety Factors (driver expectancy, emergency incident response access, and work zone safety) had similar and/or minimal temporary changes for the overall traveling public and local communities.

Minimization measures were part of project development, evaluations, and a combination of MOT options to reduced impacts. While the MOT 1 option had the most positive public involvement comments, fewest changes from existing travel patterns and local access, lowest induced traffic diversions and related environmental impacts; project constructability requirements were not entirely met. The Preferred Alternative MOT combined the predominant use of MOT 1, limited off-peak use of MOT-2 (*allowance for about 180 nights per construction year*), and short-term use of MOT-5. Detour routes are listed below and included in Appendix B, pages 19-26.

Preferred Alternative MOT –

- One (1) EB and one (1) WB lane will be closed throughout construction.

- Open travel lanes will shift location on the Sherman Minton Bridge during construction.
- Two (2) EB and two (2) WB travel lanes will remain open for cross-river traffic and existing access ramps will remain open except for the following allowances:
  - 180 nights per construction year during which two (2) EB and two (2) WB lanes and associated access ramps will be closed each night approximately from 9 pm to 4 am and 10 pm to 5 am, respectively. Cross-river traffic will be maintained with one (1) EB and one (1) WB travel lane open and a temporary crossover lane in Kentucky for I-64 WB to merge with I-264.
  - Short-term closure of the Sherman Minton Bridge will be allowed for one (1) nine (9) consecutive day period and up to three (3) weekend closures during each construction year; excluding holidays and community events detailed below. During the short-term bridge closure, all I-64 (US 150) cross-river traffic will be diverted to detour routes.

- Provisions are included for local traffic access and through-traffic dependent businesses by retaining existing access ramps in Indiana and Kentucky; through-traffic dependent businesses by maintaining cross-river travel lanes in both directions; public notification, signage according to MOT, and posting requirements during construction; and detour routes that remain within the interstate system to alternate local river crossings (Appendix B, page 19):

  Indiana
  - I-64 through traffic will be detoured via I-265 and the I-65 paired Kennedy/Lincoln bridges
  - Local access to New Albany would follow the same detour route or remain on the local roadway network; State Street will be the detour route during Spring Street access ramp closures.

  Kentucky
  - Both I-264 and I-64 through traffic will be detoured via the I-65 paired Kennedy/Lincoln bridges
  - Local access to west Louisville would follow the same detour route or remain on the local arterial network

- Minimization measures included additional accommodation for local special events and festivals with the exclusion of bridge closure work during the following:

  New Year's Day - If New Year's Day falls on a Sunday, work shall be suspended from noon December 31 until sunrise January 3. or if New Year's Day falls on a Monday through Saturday, work shall be suspended from noon December 31 until sunrise January 2.

  Good Friday - Work shall be suspended from noon on Good Friday until sunrise Monday.

  Memorial Day - Work shall be suspended from noon the Friday before Memorial Day until sunrise Tuesday, the day after Memorial Day.

  Independence Day - If Independence Day falls on a:

  Sunday - work shall be suspended from noon Friday, July 2, until sunrise Tuesday, July 6.
  Monday - work shall be suspended from noon Friday, July 1, until sunrise Tuesday, July 5.
  Tuesday - work shall be suspended from noon Friday, June 30, until sunrise Wednesday, July 5.
  Wednesday - work shall be suspended from sunset on Tuesday, July 3, until sunrise Thursday, July 5.
  Thursday - work shall be suspended from noon Wednesday, July 3, until sunrise Monday, July 8.
  Friday - work shall be suspended from noon Thursday, July 3, until sunrise Monday, July 7.
  Saturday - work shall be suspended from noon Thursday, July 2, until sunrise Monday, July 6.

  Labor Day - Work shall be suspended from noon the Friday before Labor Day until sunrise Tuesday, the day after Labor Day.

  Thanksgiving Day - Work shall be suspended from noon the Wednesday before Thanksgiving Day until sunrise the Monday after Thanksgiving Day.

  Christmas Day - Work shall be suspended from noon December 24 until sunrise December 27.

  Thunder Over Louisville - Work suspended from Midnight Friday till 6:00 a.m. Sunday.

  Kentucky Derby -Work suspended from Thursday at midnight until Monday at 6:00 am.

  Harvest Homecoming Festival - First Saturday in October to second Saturday in October.

Based upon early coordination meetings with regulatory agencies and public outreach, at this time, there is no substantial controversy concerning the Preferred Alternative MOT option.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 2,500,000 (2021) Right-of-Way: $0.00 (2021) Construction: $ 78,114,055 (2021)

Anticipated Start Date of Construction: Spring 2021

Date project incorporated into IN STIP April 15, 2020
Date project incorporated into KY STIP March 27, 2020

	Yes	No
Is the project in an MPO Area?	X	

If yes,
Name of MPO Kentuckiana Regional Planning and Development Agency (KIDPA)

Location of Project in TIP KIPDA 2020-2025 Transportation Improvement Program Page 140

Date of incorporation by reference into the IN STIP April 15, 2020
Date of incorporation by reference into the KY STIP March 27, 2020

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0	0

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: This project will occur within existing right-of-way (ROW). The existing ROW varies throughout the project. No permanent or temporary ROW will be required for this project. The total work area is depicted in Appendix B, page 6. Work within the ROW limits are broken down in Table 4 as follows:

Table 4. Sherman Minton Renewal Project: Right of Way Breakdown

Des. No.	Bridge No. / Street	Description	Work Type	Limits	Distance beyond Edge of Pavement to ROW (ft)
1702255 & 1592187	I64-123-04691D	Sherman Minton Bridge	Bridge Deck Replacement, Structural Repairs, Substructure Repairs, and Bridge Painting	Sherman Minton Bridge 164-123-04691 D extends from 0.32 miles south of the Elm Street south on Ramp to 0.45 miles from the I-264 south off Ramp	0.0-84.0

1702260 & 1702254	056B00161N	KY Approaches	Bridge Deck Replacement, Substructure Repairs, and Bridge Painting	extend 0.45 miles from the I-264 south off ramp to 0.11 miles from the I-264 off ramp	0.0
1702257	I64-123-02294 CWBL	I-64 WB over SR 111/Main Street, RR (IN Approach WB)	Bridge Deck Overlay and Bridge Painting	0.32 miles south of the Elm Street North off Ramp to 0.17 miles south of the Elm Street North off Ramp	
1702258	I64-123-02294 CEBL	I-64 EB over SR 111/Main Street (IN Approach EB)	Bridge Deck Overlay and Bridge Painting	0.19 miles south of the Elm Street South on ramp to 0.23 miles south of the Elm Street South on Ramp	0.0
1702259	I64-123-02294 JCEB	I-64 EB over Southern RR (IN Approach EB over RR)	Bridge Deck Overlay and Bridge Painting	0.26 miles south of the Elm Street South on ramp to 0.32 miles south of the Elm Street South on Ramp	
1701215	Elm Street	Old SR 62 (Elm Street) from I-64 Exit Ramp to State Street and Spring Street	HMA Overlay, Preventative Maintenance, and ADA Ramps	Elm Street from I-64 exit Ramp to 0.04 miles west of State Street.	0.0-9.4
	5th Street			5th Street from 0.02 miles north of SR 111 to Spring Street.	0.0
	Spring Street			Spring Street from W. 5th Street to 0.02 miles West of State Street.	3.9-10.4
1900579	I64-123-04690 BEBL	I-64 EB over Market Street 0.11 W of SR 111	Bridge Painting	0.09 miles south of the Elm Street South on Ramp to 0.13 miles south of the Elm Street South on Ramp	0.0
				Total:	Range: 0.0-84.0

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	X		X
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways	X		X

Remarks:

Based on a desktop review, a site visit on September 18-20, 2018 and May 6-7, 2019 by *Kaskaskia Engineering*, the aerial map of the project area (Appendix B, page 4), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 10) there are three rivers and streams located within the 0.5 mile search radius of the Sherman Minton Bridge. There is one river present within the project area. No Federal, Wild and Scenic Rivers or National Park Service's Nationwide River Inventory (NRI) List waterways are located within the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project and the INDOT Ecology and Waterway Permitting Office approved the report on September 20, 2019. The *Waters of the U.S. Determination / Wetland Delineation Report's* investigated area covers both Indiana and Kentucky and is larger than the SMRP area limits. Please refer to Appendix F, page 3 for the *Waters of the U.S. Determination / Wetland Delineation Report*. The entire project area, both in Indiana and Kentucky, falls under the jurisdiction of the Louisville U.S. Army Corps of Engineers (USACE). It was determined that six (6) Waters of the U.S. (federally regulated) streams are located within the project area. No isolated (state regulated) streams are located within the project area. One (1) river, the Ohio River, borders both Indiana and Kentucky. The remaining five (5) streams are located within Indiana. The USACE makes all final determinations regarding jurisdiction.

Both Indiana & Kentucky

Ohio River: Borders Indiana and Kentucky as depicted in Appendix F, page 52, An estimated 176 LF of the Ohio River is within the project area. The Ohio River is a perennial river. The Ordinary High-Water Mark (OHWM) is approximately 1,700 feet wide and the depth is unknown. The Louisville USACE classifies the Ohio River as a navigable Waters of the U.S. and a Section 10 waterway.

The Ohio River is listed as an Indiana Department of Environmental Management (IDEM) 303d impaired waters for dioxin, E. coli, Total Mercury in water, polychlorinated biphenyls (PCBs) in water and PCBs in fish tissue. The Ohio River is also listed as a Kentucky Energy and Environment Cabinet (EEC) 303d impaired waters for dioxin, E. coli, and PCBs. Workers who are working in or near water with E. coli should take care to wear appropriate (Personal Protective Equipment) PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ES and KYTC will occur. These recommendations are included as firm commitments in the Environmental Commitments section of this document.

No work is anticipated within the Ohio River or along the Indiana or Kentucky banks of the Ohio River. Therefore, no impacts to the Ohio River are anticipated. If the Design-Build Contractor requires work within the Ohio River, the Design-Build Contractor will be responsible for assessing impacts, applying for permits, any associated documentation, and coordination with the necessary agencies. It has not been decided if a causeway or barge will be used, however; if the Design-Build Contractor requires the need, the Contractor will be responsible for assessing impacts, applying for permits, any associated documentation, coordination with necessary agencies and following the environmental commitments set forth by the agencies.

Indiana

No State Natural, Scenic, Recreational Rivers and Outstanding Rivers for Indiana waterways are present in the project area. Five (5) jurisdictional streams were identified on the Indiana side of the project area as per the Waters of the U.S. Report.

Valley View Creek: an estimated 1,664 linear feet (LF) of Valley View Creek is within the investigated area. Located north of the I-64/Spring Street intersection and depicted on graphic in Appendix F, page 50. Valley View Creek would likely be classified as perennial because it has in-channel structure (riffles and pools) and base flow. The substrate in the stream as dominated by gravel and cobble. An ordinary high water mark (OHWM) was observed that was 18 feet wide and 15 inches deep. No impact is anticipated.

Falling Run: an estimated 1,075 LF of Falling Run is within the investigated area. Falling Run flows from northeast to southwest under I-64 along the north side of the I-64 and Spring Street interchange as depicted in Appendix F, page 50. It would likely be classified as perennial because it has in-channel structure and base flow. An OHWM was observed that was 34 feet wide and 15 inches deep. No impact is anticipated.

Unnamed Tributary (UNT) 1 to Falling Run: an estimated 969 LF of UNT 1 to Falling Run is within the investigated area. UNT 1 to Falling Run flows northwest along the east side of the I-64 Spring Street interchange as depicted in Appendix F, page 50 & 51. It would likely be classified as intermittent. Water sits within the channel but does not appear to have base flow. An OHWM was observed that was 12 feet wide and 24 inches deep. No impact is anticipated.

UNT 2 to Falling Run: an estimated 689 LF of UNT 2 to Falling Run is within the investigated area. UNT 2 to Falling Run flows east to west from within the I-64 and Spring Street interchange and through Wetlands 6 and 5. Location is depicted in Appendix F, page 50. It would likely be classified as intermittent. An OHWM was observed that was 3 feet wide and 8 inches deep. No impact is anticipated.

UNT to Ohio River: an estimated 206 LF of UNT to the Ohio River is within the investigated area. UNT to Ohio River is a short channel that drains from a culvert under the railroad tracks along the Ohio River as depicted in Appendix F, page 52. An OHWM was observed that was 3.5 feet wide and 10 inches deep. No impact is anticipated.

No work is anticipated within any waterway. Therefore, no impacts are anticipated. If the Design-Build Contractor requires work within any waterway, the Design-Build Contractor will be responsible for assessing impacts, applying for permits, any associated documentation, and coordination with the necessary agencies. It has not been decided yet if a causeway or barge will be used, however; if the Design-Build Contractor requires the need, the Design-Build Contractor will be responsible for assessing impacts, applying for permits, any associated documentation, coordination with necessary agencies and following the environmental commitments set forth by the agencies.

Kentucky
No State Natural, Scenic, Recreational Rivers and Outstanding Rivers for Kentucky are present in the project area. No waterways, besides the Ohio River, is located within the project area on the Kentucky side as per the Waters of the U.S. Report. The Ohio River description is listed above. No impacts are anticipated.

KYTC Division of Environmental Analysis inserted a special note in accordance to Section 7 of the Endangered Species Act, for construction activities on March 6, 2020, stating the following, "No impacts due to construction, including pieces falling from construction will occur to the Ohio River. Should impacts be unavoidable the contractor will be responsible for coordination to obtain clearance for section." This is included as a firm commitment.

Early Coordination for both Indiana and Kentucky
Early coordination letters were sent on December 11, 2018. U.S. Environmental Protection Agency (USEPA) responded on February 7, 2019 with comments and recommendations (Appendix C, page 4). EPA recommends the environmental review identify and assess potential impacts to water resources, identify best management practices (BMPs) and mitigation measures that will be used to prevent/reduce potential impacts associated with renewal activities. United States Army Corps of Engineers (USACE) responded January 14, 2019, and May 6, 2020, with comments (Appendix C, page 13). USACE comments avoidance, minimization, or potential mitigation will be required to minimize adverse impact to aquatic resources. USACE recommends the submittal of a 33 CFR 322 Department of the Army (DA) permit application in the case an individual permit is to be required. United States Fish and Wildlife Service (USFWS) responded February 20, 2019 (Appendix C, page 23), with a list of recommendations in the case a causeway or barge must be used during construction. USFWS also recommends restricting work below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slops around the bridge abutments and placement of riprap. United States Coast Guard (USCG) District 8 responded December 18, 2018. USCG stated a Coast Guard Bridge Permit will not be required (Appendix C, page 78). Indiana Department of Environmental Management (IDEM) did not formally respond, however; a standard automated response (Appendix C, page 80) was generated March 19, 2019. A Response received from Indiana Department of Natural Resources (IDNR) on March 11, 2019, recommending as list of measures to be implemented to avoid, minimize, or compensate for impacts should they occur to fish wildlife and botanical resources (Appendix C, page 17). No response received from Kentucky Division of Water (KDOW). All applicable USEPA, USACE, USFWS, and IDNR recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
Other Surface Waters		Yes	No
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other: Golf Course Pond	X		X

Remarks:

Based on a desktop review, a site visit on September 18-20, 2018 and May 6-7, 2019 by Kaskaskia Engineering, the aerial map of the project area (Appendix B, page 4), and the water resources map in the RFI report (Appendix E, page 10) there are three (3) lakes located within the 0.5 mile search radius of the Sherman Minton Bridge. There is one (1) other surface waters (referred to as open water resources in the *Waters of the U.S. Determination/Wetland Delineation Report*) located within the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project area, including both Indiana and Kentucky, and the INDOT Ecology and Waterway Permitting Office approved the report on September 20, 2019. Please refer to Appendix F, page 3 for *the Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that one (1) jurisdictional open water resource is located within the project area. This one (1) open water resource, identified as OW 1, is located within Kentucky. No open water resources and other surface waters are located within the project area on the Indiana side. The USACE makes all final determinations regarding jurisdiction.

Indiana
Based on review of the water resource map in the RFI report (Appendix E, page 10), there are three (3) lakes located within the 0.5 mile search radius of the Sherman Minton Bridge on the Indiana side. There are no lakes or other surface waters present within or adjacent to the project area on the Indiana side. Therefore, no impacts are anticipated.

Kentucky
One (1) open water was identified on the Kentucky side of the project area in the *Waters of the U.S. Determination/Wetland Delineation Report* (Appendix F, page 3).

Open Water (OW) 1: OW 1 is a man-made golf course pond located within the Shawnee Golf Course. The quality of the pond was considered poor due to surrounding non-native vegetation and due to its primary source of hydrology via runoff from the golf course as well as the nearby I-64 roadway slope. This feature does not drain to or from a likely water of the U.S. and is not adjacent to a likely water of the U.S. However, since it is within the floodplain of the Ohio River, approximately 980 feet from the OHWM of the Ohio River, this feature is likely a jurisdictional water feature. OW 1 is not classified as an NWI wetland. No vegetation exists within the pond.

No work is anticipated within the open water pond and therefore no impact is anticipated. The Design-Build Contractor is to remain within the existing roadway ROW. If the Design-Build Contractor deviates from the existing roadway ROW, the Contractor will be responsible for assessing impacts, applying for the necessary permits, associated documentation, and any mitigation.

Early Coordination for both Indiana and Kentucky
Early coordination letters were sent on December 11, 2018. USEPA responded on February 7, 2019 with no comments and recommendations pertaining to other surface waters (Appendix C, page 4). USACE responded January 14, 2019 and May 6, 2020, with no comments or recommendations pertaining to other surface waters. (Appendix C, page 13). USFWS responded February 20, 2019 (Appendix C, page 23), no comments or recommendations pertaining to other surface waters. USCG District 8 responded December 18, 2018 (Appendix C, page 78). IDEM did not formally respond, however; a standard automated response (Appendix C, page 80) was generated March 19, 2019. A response was received from IDNR March 11, 2019, with no comments or recommendations pertaining to other surface waters, (Appendix C, Page 17). No response was received from KDOW.

	Presence	Impacts	
		Yes	No
Wetlands	X		X

Total wetland area: 6.31 acre(s) Total wetland area impacted: 0.0 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland 5	Palustrine Forested	3.52	0.00	Located in IN
Wetland 6	Palustrine Forested	0.06	0.00	Located in IN
Wetland 7	Palustrine Scrub-Shrub	0.27	0.00	Located in IN

Wetland 8	Palustrine Forested	0.32	0.00	Located in IN
Wetland 9	Palustrine Emergent	0.31	0.00	Located in IN
Wetland 10	Palustrine Forested	0.56	0.00	Located in KY
Wetland 11	Palustrine Emergent	0.60	0.00	Located in KY
Wetland 12	Palustrine Scrub-Shrub	0.15	0.00	Located in KY
Wetland 13	Palustrine Forested	0.52	0.00	Located in KY

Wetlands (*Mark all that apply*)

	Documentation	**ES Approval Dates**
Wetland Determination	**X**	**September 20, 2019**
Wetland Delineation	**X**	**September 20, 2019**
USACE Isolated Waters Determination		
Mitigation Plan		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	
Substantially increased project costs;	
Unique engineering, traffic, maintenance, or safety problems;	
Substantial adverse social, economic, or environmental impacts, or	
The project not meeting the identified needs.	

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Based on a desktop review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html), a site visit on September 18-20, 2018 and May 6-7, 2019 by Kaskaskia Engineering, the USGS topographic (Appendix E, page 8), and the RFI report (Appendix E, page 10) there are four (4) wetlands located within the 0.5 mile search radius of the Sherman Minton Bridge. There are three (3) wetlands present adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project area, including both Indiana and Kentucky, and the INDOT Ecology and Waterway Permitting Office approved the report on September 20, 2019. Please refer to Appendix F, page 3 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that nine (9) jurisdictional wetlands are located within the project area, five (5) wetlands are located within Indiana and four (4) wetlands are located within Kentucky. The USACE makes all final determinations regarding jurisdiction.

Indiana

Based on a desktop review of the RFI report (Appendix E, page 10), four (4) wetlands are located within the 0.5 mile search radius. The *Waters of the U.S. Determination / Wetland Delineation Report* identified five (5) wetlands within the project area on the Indiana side.

Wetland 5: as depicted in Appendix F, Page 50. Wetland 5 is an approximately 3.52 acre palustrine forested wetland located west of the I-64 eastbound exit ramp to Spring Street, within the Midwest Region. A portion of the western section of Wetland 5 is classified as an NWI wetland (PFO1A). Wetland 5 is within the floodplain of Falling Run. No impact is anticipated.

Wetland 6: as depicted in Appendix F, Page 50. Wetland 6 is an approximately 0.06 acre palustrine forested wetland located in a drainage depression adjacent to the I-64 EB exit ramp to Spring Street, within the Midwest Region. Wetland 6 is not classified as an NWI wetland. No impact is anticipated.

Wetland 7: as depicted in Appendix F, Page 50. Wetland is an approximately 0.27 acre palustrine shrub-scrub wetland located east of I-64, near Anderson Park, within the Midwest Region. Wetland 7 is not classified as an NWI wetland. Wetland 7 is within the floodplain of Falling Run. No impact is anticipated.

Wetland 8: as depicted in Appendix F, Page 50 & 51. Wetland 8 is an approximately 0.32 acre palustrine forested

wetland located in the NE quadrant of the I-64/Spring Street interchange, near Billy Herman Fields, within the Midwest Region. Wetland 8 is not classified as an NWI wetland. Wetland 8 is within the floodplain of Falling Run. Due to its hydrological connection to UNT 1 to Falling Run, this feature is likely a jurisdictional wetland. No impact is anticipated.

Wetland 9: as depicted in Appendix F, Page 50& 51. Wetland 9 is an approximately 0.31 acre palustrine emergent wetland located between the WB I-64 entrance and exit ramps at I-64/Spring Street interchange, within the Midwest Region. Wetland 9 is not classified as an NWI wetland. No impact is anticipated.

No impacts to any wetlands in Indiana are anticipated, as the Design-Build Contractor is to remain within the existing roadway ROW, where no wetlands were identified. If the Design-Build Contractor deviates from the existing roadway ROW, the Design-Build Contractor will be responsible for assessing impacts, applying for the necessary permits, associated documentation, and any mitigation.

Kentucky:
The *Waters of the U.S. Determination / Wetland Delineation Report* identified four (4) wetlands within the project area on the Kentucky side.

Wetland 10: as depicted in Appendix F, Page 53. Wetland 10 is an approximately 0.56 acre palustrine forested wetland located adjacent to the Kentucky east bank of the Ohio River, within the Eastern Mountains and Piedmont Region. A portion of Wetland 10 is classified as an NWI wetland (PFO1Ah). It is within the floodplain of the Ohio River. No impact is anticipated.

Wetland 11: as depicted in Appendix F, Page 54. Wetland 11 is an approximately 0.6 acre palustrine emergent wetland under the WB lanes of the Sherman Minton Bridge and extending along the north side EB I-64 within the Eastern Mountains and Piedmont region. Wetland 11 is not classified as an NWI wetland. It is within the floodplain of the Ohio River. No impact is anticipated.

Wetland 12: as depicted in Appendix F, Page 54. Wetland 12 is an approximately 0.15 acre shrub-scrub wetland north of the I-64 WB I-264 interchange, at the edge of a golf course. Wetland 12 is not classified as an NWI wetland. It is within the floodplain of the Ohio River. No impact is anticipated.

Wetland 13: as depicted in Appendix F, Page 54. Wetland 13 is an approximately 0.52 acre palustrine forested wetland north of the I-64 WB I-264 interchange, at the edge of a golf course within the Eastern Mountains and Piedmont region. Wetland 13 is not classified as an NWI wetland. It is within the floodplain of the Ohio River. No impact is anticipated.

No impacts to any wetlands in Kentucky are anticipated, as the Design-Build Contractor is to remain within the existing roadway ROW, where no wetlands were identified. If the Design-Build Contractor deviates from the existing roadway ROW, the Design-Build Contractor will be responsible for assessing impacts, applying for the necessary permits, associated documentation, and any mitigation.

Early Coordination for both Indiana and Kentucky
Early coordination letters were sent on December 11, 2018. USEPA responded on February 7, 2019 with no comments and recommendations pertaining to other wetlands (Appendix C, page 4). USACE responded January 14, 2019 and May 6, 2020, with no comments or recommendations pertaining to other surface waters. (Appendix C, page 13). USFWS responded February 20, 2019 (Appendix C, page 23), no comments or recommendations pertaining wetlands. USCG District 8 responded December 18, 2018 (Appendix C, page 78). No response was received from KDOW. IDEM did not formally respond, however; a standard automated response (Appendix C, page 80) was generated March 19, 2019. A response was received from IDNR March 11, 2019, with comments or recommendations pertaining to wetlands, (Appendix C, Page 17).

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X		X
Unique or High Quality Habitat			

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Indiana
Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, and the aerial map of the project area (Appendix B, page 4), there is terrestrial habitat present on the Indiana side of the project. There are trees located along the bank of the Ohio River underneath the Sherman Minton Bridge along with maintained lawns.

An early coordination IDNR response letter dated March 11, 2019 stated according to the Natural Heritage Database the following have been documented within 0.5 mile of the project area (on the Indiana side): pretty dodder (*Cuscuta indecora*) an Indiana state endangered plant, long beak arrowhead (*Sagittaria asustralis*) an Indiana state rare plant, and the purple passion-flower (*Passiflora incarnata*) an Indiana state watchlist plant. The Division of Natural Preserves does not foresee any impacts to the plant species (Appendix C, Page 17).

No work will take place outside of the existing ROW and no tree clearing is anticipated. Any terrestrial habitats present on then Indiana side of the project area face no foreseeable impacts to habitat or plant species. If the Design-Build Contractor requires work outside of the existing ROW, the Design-Build Contractor will be responsible for assessing impacts, coordination with the necessary agencies, and preparing any necessary documentation.

Kentucky
Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, and the aerial map of the project area (Appendix B, page 4), there is terrestrial habitat present on the Kentucky side of the project. A riparian forest corridor is located along the Ohio River underneath the Sherman Minton Bridge. There is also a public city park, Shawnee Park, which includes the public Shawnee Golf Course, that contain stands of trees and maintained lawns. The riparian forest is dominated by silver maple (*Acer saccharinum).* Other trees identified within the project area and within the Shawnee Golf Course include green ash (*Fraxinus pennsylvanica*) and eastern cottonwood (*Populus deltoides*).

The USFWS List of threatened and endangered species identified that the endangered running buffalo clover (*Trifolium stoloniferum*) has the potential to be within the project area (Appendix C, page 59). The USFWS Kentucky Ecological Services Field Office has running buffalo clover habitat assessment guidance (Appendix C, page 73). No critical habitat of the species has been identified within the project area. KTYC reviewed the project area and USFWS coordination and has agreed no impacts to terrestrial habitats are anticipated (Appendix C, Page 73)

The Design-Build Contractor is to remain within the existing ROW and no tree clearing is anticipated. Therefore, no impacts are expected. If the Design-Build Contractor deviates from the existing ROW, the Design-Build Contractor will be responsible for identifying and conducting any necessary habitat assessments, coordination with the necessary agencies, and preparing any other required documentation. The guidelines for a habitat assessment are identified in (Appendix C, page 70).

Early Coordination for both Indiana and Kentucky
Early coordination letters were sent on December 11, 2018. USEPA responded on February 7, 2019 with no comments and recommendations pertaining to terrestrial habitat (Appendix C, page 4). USACE responded January 14, 2019 and May 6, 2020, with no comments pertaining to terrestrial habitat (Appendix C, page 13). USFWS responded February 20, 2019 (Appendix C, page 23), with recommendations including do not clear trees or understory vegetation outside of the construction zone boundaries. USCG District 8 responded December 18, 2018 with no comments pertaining to terrestrial habitat (Appendix C, page 78). IDEM did not formally respond, however; a standard automated response (Appendix C, page 80) was generated March 19, 2019. A response from IDNR received March 11, 2019, included recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 17). No response was received KDOW. All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	**Yes**	**No**
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
Is the proposed project located within or adjacent to the potential Karst Area of Kentucky?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
If yes, will the project impact any of these karst features?		

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

Indiana

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 1), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, page 85). IGS identified geological hazards consisting of floodway and high liquefaction potential. IGS also identifies high potential of sand and gravel resources in the area. Response from IGS will be communicated with the Design-Build Contractor through a commitment, included in the Environmental Commitments section of this document. No impacts are expected.

Kentucky

Based on a desktop review, the project is located outside a designated karst region of Kentucky according to Kentucky Geological Survey (KGS) viewer map; https://kgs.uky.edu/kgsmap/kgsgeoserver/viewer.asp. According to KGS, no karst features are identified within or adjacent to the project area. The project area consists of Glacial Outwash with primary lithology of sand, gravel, silt and clay. No Impacts are expected.

Threatened or Endangered Species	**Presence**	**Impacts**	
		Yes	**No**
Within the known range of any federal species	X		X
Any critical habitat identified within project area			
Federal species found in project area (based upon informal consultation)	X		X
State species found in project area (based upon consultation with IDNR)	X		X

	Yes	**No**
Is Section 7 formal consultation required for this action?		X

Remarks:

Indiana

Based on a desktop review and the RFI report (Appendix E, page 5), completed by Parsons on March 28, 2019, the IDNR Floyd County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, page 14). The highlighted species on the list reflect the federal and state identified ETR species located within the county. An early coordination letter response was received from IDNR Division of Fish and Wildlife (DFW) on March 11, 2019. According to the Natural Heritage Database, the Kirtland's Snake (*Clonophis kirtlandii*) an Indiana state endangered species, has been documented within a half mile of the project area. The Division of Natural Preserves does not foresee any impacts to the Kirtland's Snake as a result of this project. (Appendix C, Page 17). If the Design-Build Contractor proposes to do any work outside of the existing ROW within Indiana, coordination with the IDNR-DFW shall occur.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 43). The Project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were found within or adjacent to the project area along with the Indiana and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on August 28, 2019, and based on the responses provided, the project was found to have "no effect" to the Indiana bat and/or the NLEB (Appendix C, page 30).

The official species list generated from IPaC on August 28, 2019, indicated two (2) other species present, one (1) mammal and one (1) clam, within the project area of Indiana. No critical habitat was identified. The species include the following:

Mammal identified:

- Gray Bat *(Myotis grisescens)* is an endangered species. The Gray Bat was identified in the official species list and though the USFWS response on February 20, 2019 (Appendix C, page 23). The Gray Bat is a southern species

which inhabits caves year-round and typically migrates between winter hibernation caves and summer cave roots used for reproduction and foraging. Preferred foraging habitat is typically along wooded stream corridors and their forage base often includes a high percentage of aquatic insects. There is only one significant summer maternity colony known in Indiana, in southern Clark County. Previous studies through USFWS have shown that Silver Creek and Muddy Fork are the main foraging habitat for this colony. Based on the project description and location, USFWS does not anticipate impacts to gray bats or their habitat. The official's species list indicates no critical habitat has been designated for this species.

Clam identified:

- Sheepnose Mussel (*Plethobasus cyphyus*) also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 60. USFWS response on February 20, 2019 (Appendix C, page 23) identifies the Sheepnose mussel as a medium-sized mussel that grows to about 5 inches in length. It lives in larger rivers and streams where it is usually found in hallow areas with moderate to swift flowing currents flowing over coarse sand and gravel. USFWS considers the sheepnose mussel extant in the Ohio River in Floyd County.

No further coordination with Indiana USFWS is needed at this time. No work is anticipated to take place outside of existing roadway ROW or within any waterway. Therefore, no impacts are anticipated.

Kentucky:

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 50). The Project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were found within or adjacent to the project area along with the Indiana and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on August 28, 2019, and based on the responses provided, the project was found to have "no effect" to the Indiana bat and/or the NLEB (Appendix C, page 30).

The official Species list generated from IPaC on August 28, 2019, indicated thirteen (13) other species present within the project area of Kentucky. The species include the following:

Mammal identified:

- Gray Bat (*Myotis grisescens*) is an endangered species. The Gray Bat was identified in the official species list and though the USFWS response on February 20, 2019 (Appendix C, page 23). The Gray Bat is a southern species which inhabits caves year-round and typically migrates between winter hibernation caves and summer cave roots used for reproduction and foraging. Preferred foraging habitat is typically along wooded stream corridors and their forage base often includes a high percentage of aquatic insects. There is only one significant summer maternity colony known in Indiana, in southern Clark County. Previous studies through USFWS have shown that Silver Creek and Muddy Fork are the main foraging habitat for this colony. Based on the project description and location, USFWS does not anticipate impacts to gray bats or their habitat. The official's species list indicates no critical habitat has been designated for this species.

Bird identified:

- Least Tern (*Sterna antillarum)* is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area.

Clams identified:

- Clubshell (*Pleurobema clava)* is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Fanshell *(Cyprogenia stegaria)* is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Northern Riffleshell *(Epioblasma torulosa rangiana)* is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Orangefoot Pimpleback *(Plethobasus cooperianus),* also known as is an endangered species considered to exist in

the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.

- Purple Cat's Paw *(Epioblasma obliquata obliquata),* also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Rabbitsfoot *(Quadrula cylindrica cylindrica),* also known as is a threatened species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Ring Pink mussel *(Obovaria retusa)* also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Rough Pigtoe *(Pleurobema plenum)* also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Sheepnose Mussel *(Plethobasus cyphyus)* also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.
- Spectaclecase mussel *(Cumberlandia monodonta)* also known as is an endangered species considered to exist in the geographical area of the project. No critical habitat has been designated for this species in the project area. General project design guidelines are identified on Appendix C, page 58.

On March 6, 2020 KYTC Division of Environmental Analysis concurred with USFWS Consistency Letter "No effect" finding for the Indiana bat, NLEB and other species listed, (Appendix C, page 30). KYTC states the finding is contingent upon no effects to the Ohio River, (Appendix C, page 77). In follow up a special note for construction activities was placed and will be found in the Environmental Commitments section of this CE document.

No early coordination letter response was received from Kentucky Department of Natural Resources (KDNR). If the Design-Build Contractor proposes to do any work outside of the existing ROW within Kentucky, coordination with the KDNR shall occur.

No further coordination with Kentucky USFWS is needed at this time. No work is anticipated to take place outside of existing roadway ROW or within any waterway. Therefore, impacts are not anticipated.

Both Indiana and Kentucky

It has not been decided yet if a causeway or barge will be used, however; if the Design-Build Contractor requires the need, coordination will be required. A USFWS letter dated February 20, 2019, stated, recommend that remediation/rehabilitation work be performed from the bridge or via barges where possible and the use of causeways and other in-stream construction be avoided. Causeways can cause substantial changes in flow patterns and restrict fish passage at lower flows; they can also adversely affect mussels within and near the causeway construction area. During low-flow conditions excessive channel blockage can create stagnant water upstream of the causeway and dissolved oxygen deficits downstream in lateral portions of the channel. If a causeway or barge must be used, then recommendations should be followed. These recommendations can be found in the Environmental Commitments section of this CE document.

This precludes the need for further consultation as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, if the project plans are changed, or if the Contractor goes outside of the existing roadway ROW as previously mentioned, USFWS will be contacted for consultation.

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts	
		Yes	No
Wellhead Protection Area			
Public Water System(s)	X		X
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

Sole Source Aquifer
The project is located in Floyd County, Indiana and in Jefferson County, Kentucky. No legally designated sole source aquifers in Indiana and Kentucky are within or near the study area. Therefore, the FHWA/USEPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and/or Source Water Area
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on March 12, 2019 by Michael Baker International. This project is not located within a Wellhead Protection Area or Source Water Area. The IDEM automated response on March 12, 2019, doesn't not identify if the project is or is not located within a wellhead area (Appendix C, page 80). No impacts are expected.

According to KDOW Water Maps Porta https://watermaps.ky.gov/#SWP, accessed on March 15, 2019, no Source Water Protection Areas, Wellhead Protection Areas, Permitted Water Withdrawals, and Public Water Systems via Water Wells and/or Springs are located within or near the SMRP area.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on October 18, 2019 by Michael Baker International. No wells are located near this project, the closest location is approximately 0.52 mile north of the project. Therefore, no impacts are expected.

The KDOW Record Database website (https://watermaps.ky.gov/) was accessed on October 18, 2019, by KYTC. No wells are located near this project, Louisville Water Company has a wellfield, but it's over a mile upstream of the Sherman Minton. Therefore, no impacts are expected.

Urban Area Boundary (UAB)
Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by Michael Baker International on March 12, 2019, and the RFI report, this project is located in an UAB location in Indiana. An early coordination letter was mailed on March 29, 2019, to the New Albany MS4 coordinator and no response was received within the 30-day time frame. Communication with the City of New Albany, Floyd County officials has been ongoing since September 10, 2018.

KYTC is involved pursuant to 40 CFR 122.32(a), which requires state transportation departments to participate in the MS4 program. KYTC is required to report to KDOW regarding the KYTC MS4 program. Project managers are to coordinate the development of highway plans with local government requirements. Communications with Louisville officials, Jefferson County officials, and KDOW has been on-going since September 10, 2018.

Public Water System
Based on a desktop review, a site visit on March 12, 2019 by Michael Baker International. and the aerial map of the

project area (Appendix B, page 4), this project is located in New Albany, IN, where there is a public water system (https://cityofnewalbany.com/residents/municipal-utilities/). The public water system will not be affected by this project due to location and no significant excavation. Therefore, no impacts are expected. Coordination with the City of New Albany, IN, has been ongoing since September 10, 2018.

Based on a desktop review, a site visit on March 12, 2019, Michael Baker International. the aerial map of the project area (Appendix B, page 4), this project is located in Louisville, KY, where there is a public water system (https://www.louisvillewater.com/customer-service). The public water system will not be affected by this project due to location and no significant excavation. Therefore, no impacts are expected. Coordination with the City of Louisville, KY, has been ongoing since September 10, 2018.

	Presence	Impacts	
Flood Plains		Yes	No
Longitudinal Encroachment			
Transverse Encroachment	X		X
Project located within a regulated floodplain	X		X
Homes located in floodplain within 1000' up/downstream from project			

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

Indiana

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by Michael Baker International. on March 12, 2019, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix E, page 10). Coordination with the floodplain administrator for this project has occurred. The floodplain administrator for this project is a member of the CAC for this project and has attended CAC meetings.

This project qualifies as a Category 1 per the current INDOT CE Manual, which states "Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain."

Kentucky

The project is located in a regulatory floodplain, (https://watermaps.ky.gov/RiskPortal/). Coordination with KDOW has occurred and is ongoing. At the agency coordination field meeting held on July 18, 2019, KDOW indicated a construction in floodway permit will likely be required for this project. The Permit Section of this document is on page 50.

	Presence	Impacts	
Farmland		Yes	No
Agricultural Lands			
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006* _____

**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 4), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area in Indiana or Kentucky. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on December 11, 2018 to Natural Resources Conservation Services (NRCS). NRCS responded on December 17, 2018, with confirmation the project will not cause a conversion of prime farmland. (Appendix C, page 79).

SECTION C – CULTURAL RESOURCES

	Category	INDOT Approval Dates	N/A
Minor Projects PA Clearance	A-1 B-1 B-12	1/10/2020 5/7/2020	

Results of Research

	IN Eligible and/or Listed Resource Present	KY Eligible and/or Listed Resource Present
Archaeology		
NRHP Buildings/Site(s)		X
NRHP District(s)		X
NRHP Bridge(s)		

IN Project Effect

No Historic Properties Affected [ ] No Adverse Effect [ ] Adverse Effect [ ]

KY Project Effect

No Historic Properties Affected [ ] No Adverse Effect [X] Adverse Effect [ ]

Documentation (mark all that apply)

	IN Prepared Documentation	KY Prepared Documentation	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report				
Historic Property Report				
Archaeological Records Check/ Review				
Archaeological Phase Ia Survey Report		X		KY-SHPO March 27, 2020
Archaeological Phase Ic Survey Report				
Archaeological Phase II Investigation Repor				
Archaeological Phase III Data Recovery				
APE, Eligibility and Effect Determination				
800.11 Documentation				

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Indiana

On January 10, 2020 and May 7, 2020, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Type 1, Category B, Type 1, and Category B, Type 12 under the MPPA (Appendix D, page 8). Below is a description of each category types as defined in the MPPA:

Category A, Type 1 includes:
Any work on bridges limited to substructure or both superstructure elements without replacing widening or elevating the

superstructure under the conditions listed below. Conditions A and B must be met. This category does not include bridge replacement projects (when both super structures are removed):

A. The project takes place in previously disturbed soils and

B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied;

i. The bridge is not identified in the latest Historic Bridge Inventory as a National Register-listed or National Register-eligible (see http://www.in.gov/indot/253 l .htm); This does not apply for the project.

ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued* by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment - - remains in effect AND the considerations listed in Section IV of the Program Comment do not apply; This does not apply for the project.

iii. The bridge is part of the Interstate system and \Vas determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect. This applies for the project.

Category B, Type 1 includes:
Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources) One of the two conditions listed below must be satisfied (EITHER Condition i or Condition ii must be satisfied):

i. Work occurs in previously disturbed soils; OR

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources) One of the two conditions listed below must be satisfied (EITHER Condition i or Condition ii must be satisfied):

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; OR

ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below):

a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; OR

b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:

1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction. Revised Appendices A and B February 13, 2019 Page 6 of 13
2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

Category B, Type 12 includes:
Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources) One of the two conditions listed below must be met (EITHER Condition i or Condition ii must be satisfied):

i. Work occurs in previously disturbed soils; This applies to the project.

Condition B (Above-Ground Resources) The conditions listed below must be met (BOTH Condition i and Condition ii must be satisfied) Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; AND

ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied (AT LEAST one of the conditions a, b or c, must be fulfilled):
   a. The latest Historic Bridge Inventory did not identify the bridge as a National Register-listed or National Register-eligible (see http://www.in.gov/indot/2531.htm);
   b. The bridge was built after 1945, and is a common type as defined in Section V. of the Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post- 1945 Concrete and Steel Bridges issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
   c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect. This applies for the project.

As part of the MPPA determination, a review was conducted of the National Register of Historic Places and the Indiana Register of Indiana Historic Sites and Structures (IHSSI). The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) map.

There are no recorded SHAARD archaeological sites in or adjacent to the proposed project area. No National Register-listed districts or individual resources were identified within or adjacent to the project area in Indiana. One (1) IHSSI district, New Albany Downtown Historic District, was identified adjacent to the project area. An ADA curb ramp modification will take place adjacent to the historic district, at the southwest corner of West Spring Street and West 1st Street. One (1) IHSSI individual property, Reyse-Friend House located at 229 West Spring Street (IHSSI 043-446-34204, rated Outstanding), was also identified within the project area. An ADA curb ramp modification will take place adjacent to the Reyse-Friend House, at the southwest corner of West Spring Street and Washington Place. This ADA curb ramp work is covered under the Category B, Type 1 (Appendix D, page 12).

The land surrounding the project area is densely urban/industrial/residential. Structures within or adjacent to the project area range in age from mid-to-late nineteenth to early twenty-first century. The assigned INDOT CRO historian performed a desktop street view survey of the project area. None of the structures appear to possess the significance and integrity necessary to be considered eligible for the National Register, and no previously un-surveyed potentially eligible structures are located within or adjacent to the project area.

The subject structure (Bridge No. I64-123-04691D/NBI No. 034520) is a steel continuous thru-arch bridge constructed in 1961 and reconstructed in 1997. The bridge has three (3) approach spans and a concrete cast-in-place deck. The bridge was not surveyed for or included in the 1976/2006 *Floyd County Interim Report*. As a border bridge, the structure was not included in the 2010 INDOT-sponsored Historic Bridge Inventory (HBI). As part of the Interstate system (per MPPA, Category B-12 (ii) (b)), *"…the bridge…was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10. 2005, for as long as that Exemption remains in effect…"*

Table 5 below shows each individual project element and which part of the MPPA it falls under.

Table 5. Sherman Minton Renewal Project: MPPA				
Des. No.	**Bridge No. / Street**	**Description**	**Work Type**	**MPPA**
1702255	I64-123-04691 D	Sherman Minton Bridge	Bridge Deck Replacement, Structural Repairs, and Substructure Repairs	B-12 Ai
1592187	I64-123-04691 D	Sherman Minton Bridge	Bridge Painting	A-1 iii
1702257	I64-123-02294 CWBL	I-64 WB over SR 111/Main Street, RR (IN Approach WB)	Bridge Deck Overlay and Bridge Painting	A-1 iii
1702258	I64-123-02294 CEBL	I-64 EB over SR 111/Main Street (IN Approach EB)	Bridge Deck Overlay and Bridge Painting	A-1 iii
1702259	I64-123-02294 JCEB	I-64 EB over Southern RR (IN Approach EB)	Bridge Deck Overlay and Bridge Painting	A-1 iii
1701215	Elm Street	Old SR 62 (Elm Street) from I-64 Exit Ramp to State Street and Spring Street	HMA Overlay, Preventative Maintenance, and ADA Curb Ramp	B-1
	5th Street			
	Spring Street			
1900579	I64-123-04690 BEBL	I-64 EB over Market Street 0.11 W of SR 111.	Bridge Painting	A-1 iii

The MPPA concluded that no above-ground concerns exist as long as the project scope does not change. It was also concluded there are no archaeological concerns because the proposed project is limited to minor rehabilitation work and painting of an existing interstate bridge, in previously disturbed soils. No further consultation is required. If the Design-Build Contractor proposes work outside of the existing ROW, coordination with INDOT Cultural Resources will be required. This completes the Section 106 process for the Indiana side of the project and the responsibilities of the FHWA under Section 106 have been fulfilled.

Kentucky

There is a National Register historic district, Portland Historic District, and historic property, Shawnee Park, located within the Kentucky Area of Potential Effect (APE). Kentucky Historic Preservation Office (KY SHPO) responded to early coordination (via a telephone conversation) on December 20, 2018 stating the office finds the half mile APE to be appropriate for the above-ground resources (Appendix D, page 18). Through coordination with KYTC it was determined that a Phase I Archaeological Survey would be required for approximately 2.5 acres beneath the Kentucky approach to the Sherman Minton Bridge within the Shawnee Golf Course (located within the National Register listed Shawnee Park).

A Phase I Archeology Survey was completed and summarized in a letter dated March 26, 2020 by Wood Environment & Infrastructure Solutions, Inc. The survey included background research which revealed that no archaeological sites have been recorded within or directly adjacent to the APE. The field survey, conducted on March 23, and 24, 2020, consisted of a total of 28 Shovel test probe (STP)s and six bucket augers excavated within the APE. Two newly recorded archeological sites, FS-1 and FS-2, were identified during the survey. No features or significant artifact concentrations were identified at either site. Of the 28 STPs, there was one positive STP identified at Site FS-1; however, it was concluded that sites FS-1 and FS-2 are recommended as not eligible for the National Register Historic Property (NRHP) and the survey concluded that no further archaeological investigations within the project APE are recommended (Appendix D, page 30).

KYTC coordinated with KY-SHPO on March 27, 2020, requesting concurrence for the finding of No Historic Properties Affected for archaeological resources. KY-SHPO responded on March 27, 2020 concurring with the finding, conditional upon stipulations listed below (Appendix D, page 36):

1) OSA site numbers will be requested for FS-1 and FS-2 by Wood;
2) Three bound copies of an acceptable Phase I report be submitted to our office for review and comment no later than June 30, 2020; and

3) Should there be any additions or modifications to the APE, this office will be consulted, and additional archaeological survey may be required.

Additionally, KYTC coordinated with KY-SHPO on March 26, 2020, stating it is the determination of KYTC on behalf of FHWA that the Sherman Minton Rehabilitation project as proposed will have a No Adverse Effect on the Shawnee Golf Course, Shawnee Park, the Northwestern Parkway , and the Clark Memorial Bridge (where diverted traffic may go). The Kentucky bridge approach spans above the golf course and staging areas in or adjacent to the park will be subject to additional review once they are identified. The project as proposed does not have the potential to adversely affect any other historic sites within the APE.

KY-SHPO provided a No Adverse Effect concurrence finding on March 30, 2020 contingent on the following (Appendix D, page 35):

1) Since this project is a design-build contract, once an alternative has been chosen KYTC shall provide SHPO with the chosen alternative and final effects and final effects recommendation.
2) Once the alternative and APE has been chosen, KYTC shall identify and reach out to the appropriate consulting parties based upon the chosen APE.

KY-SHPO provided a No Historic Properties Affected finding on July 27, 2020, upon additional review of the Phase 1 Archaeological Survey (Appendix D, page 41).

All applicable KY-SHPO commitments are included in the Environmental Commitments section of this CE document. This completes the Section 106 process for the Kentucky side of the project and the responsibilities of the FHWA under Section 106 have been fulfilled.

The park (including the golf course) and trail are not anticipated to be impacted by the project. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the trail or park during construction, it is the Design-Build Contractor's responsibility to coordinate with KYTC, FHWA, the City of Louisville, and the Louisville Parks and Recreation. Additional archaeology, wetland, or other analysis may be required.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

	Presence	Use	
Parks & Other Recreational Land		Yes	No
Publicly owned park	X		X
Publicly owned recreation area	X		X
Other (school, state/national forest, bikeway, etc.)	X		X

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use	
Wildlife & Waterfowl Refuges		Yes	No
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use	
		Yes	No
Historic Properties			
Sites eligible and/or listed on the NRHP	X		X

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 4), and the RFI report (Appendix E, page 10) there are four (4) Section 4(f) resources located within the project area. There are two (2) located in Indiana and two (2) located in Kentucky.

Indiana

There are two (2) Section 4(f) resources located within or adjacent to the project area on the Indiana side (Appendix B, page 27). One (1) resource is a public recreation area that includes public facilities, such as the New Albany Riverfront Amphitheater and overlooks, located east of the Sherman Minton Bridge. These public facilities are owned by the City of New Albany. One (1) is a public trail, the Ohio River Greenway Trail, that runs under the Sherman Minton Bridge and is operated by the Ohio River Greenway Commission.

Coordination with the City of New Albany and members of the Ohio River Greenway Commission has occurred through CAC meetings to provide project updates and address concerns on keeping facilities and trails open for the public. Coordination with the City of New Albany and the Ohio River Greenway Commission is to be maintained by the Design-Build Contractor on project updates to ensure the safety of trail users.

The public facility and trail are not anticipated to be impacted by the project. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the trail during construction, it is the Design-Build Contractor's responsibility to coordinate with INDOT, FHWA, the City New Albany, and the Ohio River Greenway Commission. Additional archaeology, wetland, or other analysis may be required.

Kentucky

There are two (2) Section 4(f) resources located within or adjacent to the project area on the Kentucky side (Appendix B, page 27). One (1) resource is the public Shawnee Park, which includes the public Shawnee Golf Course, located underneath the Sherman Minton Bridge approaches. The park and golf course are owned by the City of Louisville and operated by the Louisville Parks and Recreation. One (1) resource is the Louisville Loop (also referred to as Louisville Riverwalk) trail that runs underneath the Sherman Minton Bridge approaches. The Louisville Loop trail is maintained by

the Louisville Parks and Recreation.

Coordination with the City of Louisville and Louisville Parks and Recreation has occurred through CAC and teleconference meetings to provide project updates and address concerns on keeping the trails open for the public. Coordination with the Louisville Parks and Recreation is to be maintained by the Design-Build Contractor with project updates to ensure the safety of trail users.

The park (including the golf course) and trail are not anticipated to be impacted by the project. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the trail or park during construction, it is the Design-Build Contractor's responsibility to coordinate with KYTC, FHWA, the City of Louisville, and the Louisville Parks and Recreation. Additional archaeology, wetland, or other analysis may be required.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property	X		X

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

Indiana

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at https://www.lwcfcoalition.com/tools revealed a total of three (3) properties in Floyd County, Indiana (Appendix H, page 21). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources in Indiana as a result of this project.

Kentucky

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at https://www.lwcfcoalition.com/tools revealed a total of 84 properties in Jefferson County, Kentucky (Appendix H, page 22). Two (2) properties are listed within the project area in Kentucky, the Shawnee Park Pavilion and the Shawnee Golf Course Maintenance Building. These properties are owned by the City of Louisville and operated by the Louisville Parks and Recreation.

The Shawnee Park and the Shawnee Golf Course are not anticipated to be impacted by the project. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the park or golf course during construction, it is the Design-Build Contractor's responsibility to coordinate with KYTC, FHWA, the City of Louisville, and the Louisville Parks and Recreation. Additional archaeology, wetland, or other analysis may be required.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project	Yes	No
Is the project in an air quality non-attainment or maintenance area?	X	
If YES, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?	X	
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Level of MSAT Analysis required?

Level 1a [ ] Level 1b [X] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks:

Indiana
The FY 2020-2024 IN STIP is listed based on the lead Des. No. in the contract. The lead Des. No. for this contract is 1702255. The FY 2020-2024 STIP includes Des. No. 1702255 by reference with the contract number 4071 (Appendix H, page 16).

This project is located in Floyd County, Indiana, which is currently a "Marginal" nonattainment area for the 2015 8-Hour Ozone Standard (0.070 ppm), according to https://www.in.gov/idem/airquality/2339.htm. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality in Indiana.

Kentucky
The FY 2019-2022 KY STIP is listed based on Item ID. The Item ID for this contract is 5-64 (Appendix H, page 17).

This project is also located in Jefferson County, Kentucky which is currently a nonattainment area for the 2015 8-Hour Ozone Standard (0.070 ppm), according to https://www3.epa.gov/airquality/greenbook/anayo_ky.html. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality in Kentucky.

Both Indiana and Kentucky
An air quality summary memo has been prepared by Michael Baker International as an initial response to comments raised in USEPA's early coordination response letter dated February 7, 2019, identified in Appendix C, page 4. Air quality concerns specifically mentioned in the letter include the potential for project level air quality conformity analysis, air quality considerations during the NEPA process and air quality concerns during construction. The air quality summary memo is identified in Appendix H, page 19.

MPO Process
The Kentuckiana Regional Planning and Development Agency (KIPDA) serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN urbanized area. As the MPO, KIPDA is responsible for the Metropolitan Transportation Plan (MTP) that includes all federally funded surface transportation projects within the MPO Metropolitan Planning Area (MPA). The updated MTP as of July 2020, Connecting Kentuckiana 2040 (https://www.kipda.org/transportation/core-products/metropolitan-transportation-plan/), provides a vision of the regional transportation network and the projects that are being considered for funding to fulfill the plans goals and objectives. KIPDA also manages the four-year Transportation Improvement Program (TIP), the fiscal programming document of the MTP that assigns funding to regional projects (Appendix H, page 1).

Air Quality Status and Conformity
Recently, most of the KIPDA region (Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky) was designated as being in nonattainment for the 2015 8-hour Ozone National Ambient Air Quality Standards (NAAQS). This area, which is known as the Louisville KY-IN 2015 8-hour Ozone nonattainment area, is

subject to the requirements of conformity, and KIPDA is the agency responsible for fulfilling the federal air quality conformity requirements associated with the MTP. In order to support a conformity determination for an MTP update or amendment, KIPDA must prepare a conformity analysis to show that expected emissions of Ozone precursors are less than the limits (budgets) established for the area when it became attainment of the 1997 8-hour Ozone standard (there are currently no budgets for the 2015 8-hour Ozone standard, therefore the 1997 budgets are the only applicable budgets). The use of the 1997 budgets also supports a conformity determination for the 1997 8-hour Ozone Standard (which is necessary per February 16, 2018 D.C. Circuit Court decision in South Coast Air Quality Management District versus USEPA). The region meets the NAAQS for all other regulated pollutants.

SMRP is located in the Louisville, KY-IN nonattainment area, therefore, a transportation project-level conformity determination under the Clean Air Act (CAA) is required. The SMRP is included in the region's long-range transportation plan, MTP Connecting Kentuckiana 2040. SMRP is primarily a rehabilitation (reconstruction) project. It is classified as exempt (as per 40 CFR 93.126), and it does not need to be explicitly modeled as part of the region's air quality conformity analysis. Additionally, the SMRP is included in the FY 2020 – 2025 Transportation Improvement Program (TIP) adopted February 27, 2020 as well as in subsequent addendums.

In summary, the SMRP is included in a current and conforming transportation plan and TIP. Further, because the SMRP is not within a CO or Particulate Matter (PM) maintenance or nonattainment area, a hotspot analysis is also not required. Thus, the transportation conformity requirements under the CAA have been met.

Requirements Under NEPA

Air quality considerations under NEPA must also be considered. SMRP is not within a Carbon Monoxide (CO) maintenance area and is classified as an exempt project pursuant to Section 93.126, because it is a safety or maintenance project that will correct, improve, or eliminate a hazardous location or feature. As such it can be confidently asserted that the project in and of itself will not result in a new exceedance of the CO National Ambient Air Quality Standards (NAAQS).

The purpose of this project is to address structural deficiencies and safety/geometric issues without adding additional capacity. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Construction Emissions

Emissions may be produced in the construction of this project from heavy equipment and vehicle travel to and from the site, as well as from fugitive sources. Construction emissions are short term or temporary in nature. Based on available information, temporary construction activities are not expected to generate high enough emissions during the anticipated construction duration to result in a new exceedance of the NAAQS for these pollutants.

SECTION F - NOISE

Noise Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	**Yes**	**No**
		X

	No	**Yes/ Date**
ES Review of Noise Analysis	**X**	

Remarks: **Indiana**
This project is a Type III project. In accordance with 23 CFR 772 and the current Indiana Department of Transportation Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

Kentucky
This project is not considered a Type I project; therefore, no further noise considerations are required.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?	X	
Does the community have an approved transition plan?	X	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the remarks box)	X	

Remarks:

A Community Impact Assessment (CIA) was conducted to the SMRP as part of the CIA and EJ Analysis Technical Report. An executive summary of the CIA report is included in Appendix I. Based upon community profiles developed for the Project Study Area and surrounding jurisdictions, those on the Indiana side of the Ohio River are more likely to experience greater temporary impacts:

Indiana – Floyd and Clark counties, cities of New Albany and Jeffersonville, and Town of Clarksville
- o 40% and 60% of those residing in Floyd and Clark counties in the Project Study Area commute out of state to Kentucky, with an even larger percentage of residents in New Albany and Clarksville doing so (up to 80%).
- o Indiana residents have a greater reliance on the Sherman Minton Bridge (also referred to SMB throughout the CIA and EJ Analysis Technical Report), with a 2.5:1 ratio of Indiana to Kentucky residents crossing the Ohio River for jobs.
- o Silver Creek limits the New Albany network to three east-west crossings (I-265, Blackiston Mill Road, and Spring Street/Providence Way and Spring Street/Brown Station Way). This is likely to increase potential congestion on local routes as travelers find alternate crossings into Louisville.

Kentucky – Jefferson County and the City of Louisville
- o About 20% of Kentucky residents commute to Indiana.
- o I-64 provides a high-capacity Interstate connection directly along the river between the Sherman Minton Bridge to the west and the downtown bridges to the east.
- o West Louisville has a classic arterial grid roadway network that allows for efficient travel options between these bridges. This network currently has excess capacity that could accommodate a temporary increase in traffic volumes.

The proposed SMRP action complies with local/regional development patterns for the area as demonstrated by:
- Inclusion of the SMRP in the Kentuckiana Regional Planning & Development Agency (KIPDA) MPO 2020-2025 Transportation Improvement Program (TIP),
- Participation of local/regional planning stakeholders during project development (Part I – Public Involvement), and,
- Incorporation of KIPDA planning, demographic, travel demand model (TDM), and EJ resources data.

Minimization measures were part of project development, evaluations, and a combination of MOT options to reduced impacts. While the MOT 1 option had the most positive public involvement comments, fewest changes from existing travel patterns and local access, lowest induced traffic diversions and related environmental impacts; project constructability requirements were not entirely met. The Preferred Alternative MOT combined the predominant use of MOT 1, limited off-peak use of MOT-2 (*allowance for about 180 nights per construction year*), and short-term use of MOT-5. Detour routes are listed below and included in Appendix B, pages 19-26.

Based upon public involvement input, retaining cross-river travel lanes on the Sherman Minton Bridge and local access, and the MOT with the lowest induced traffic diversions (with related travel times, travel costs, and congestion) and disruptions to community access, and mobility, the SMRP will not result in substantial impacts to community cohesion.

Since the SMRP consists of the rehabilitation of existing infrastructure elements within existing ROW, does not increase capacity or alter travel patterns upon completion, and community impacts are limited to temporary traffic disruptions

during construction, the proposed action will not result in substantial impacts to the local tax based or property values.

Minimization measures included additional accommodation for local special events and festivals with the exclusion of bridge closure work during the following:

New Year's Day - If New Year's Day falls on a Sunday, work shall be suspended from noon December 31 until sunrise January 3. or if New Year's Day falls on a Monday through Saturday, work shall be suspended from noon December 31 until sunrise January 2.
Good Friday - Work shall be suspended from noon on Good Friday until sunrise Monday.
Memorial Day - Work shall be suspended from noon the Friday before Memorial Day until sunrise Tuesday, the day after Memorial Day.
Independence Day - If Independence Day falls on a:
Sunday - work shall be suspended from noon Friday, July 2, until sunrise Tuesday, July 6.
Monday - work shall be suspended from noon Friday, July 1, until sunrise Tuesday, July 5.
Tuesday - work shall be suspended from noon Friday, June 30, until sunrise Wednesday, July 5.
Wednesday - work shall be suspended from sunset on Tuesday, July 3, until sunrise Thursday, July 5.
Thursday - work shall be suspended from noon Wednesday, July 3, until sunrise Monday, July 8.
Friday - work shall be suspended from noon Thursday, July 3, until sunrise Monday, July 7.
Saturday - work shall be suspended from noon Thursday, July 2, until sunrise Monday, July 6.
Labor Day - Work shall be suspended from noon the Friday before Labor Day until sunrise Tuesday, the day after Labor Day.
Thanksgiving Day - Work shall be suspended from noon the Wednesday before Thanksgiving Day until sunrise the Monday after Thanksgiving Day.
Christmas Day - Work shall be suspended from noon December 24 until sunrise December 27.
Thunder Over Louisville - Work suspended from Midnight Friday till 6:00 a.m. Sunday.
Kentucky Derby -Work suspended from Thursday at midnight until Monday at 6:00 am.
Harvest Homecoming Festival - First Saturday in October to second Saturday in October.

The SMRP complies with the local/regional development MPO and transition plan and community impacts are limited to temporary traffic disruptions during construction.

Based on the CIA evaluations, there will be temporary MOT related impacts for both interstate and local travel to community events within and adjacent to the Project Study Area; however, none of these impacts are unique to a particular community or event. The completion of SMRP will provide long-term benefits with increased certainty and an extended service life for the Sherman Minton Bridge and approaches to these same communities and events in both Indiana and Kentucky.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?	Yes	No
		X

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions

Indirect Impacts - there may be indirect impacts beyond the SMRP study area from induced traffic diversions to other Ohio River crossings and increased interstate, regional, and public transportation network travel times, travel costs, and congestion. However, since the project impacts are temporary and will not change traffic patterns, access and mobility following construction completion, potential impacts to regional growth, patterns of land use, population density, or the growth rate are minimal.

Cumulative Impacts - since SMRP impacts are temporary and will not change traffic patterns, access and mobility following construction completion, the potential cumulative impacts to the environment from incremental impact of the project when added to other past, present, and reasonably foreseeable future actions are minimal.

Public Facilities & Services

Yes	No
	X

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Remarks:

Indiana

Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 4), and the RFI and limited RFI reports (Appendix E, page 1), there are two recreational facilities located within the immediate vicinity of the project area in Indiana. The public recreation area located east of the Sherman Minton Bridge, contains public facilities including the New Albany Riverfront Amphitheater and overlooks, and is owned by the City of New Albany. There is also the public Ohio River Greenway trail that runs underneath the Sherman Minton Bridge, operated by the Ohio River Greenway Commission.

Coordination with the Ohio River Greenway Commission and City of New Albany occurred through CAC and teleconference meetings to provide project updates and address concerns on keeping the recreational facility open for the public. Coordination with the City of New Albany and the Ohio River Greenway Commission is to be maintained by the Design-Build Contractor on project updates to ensure the safety of park users. No permanent impacts are anticipated and access to the recreational facilities will be maintained during construction. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the trail during construction, it is the Design-Build Contractor's responsibility to coordinate with INDOT, FHWA, the City of New Albany, and the Ohio River Greenway Commission. Additional archaeology, wetland, or other analysis may be required.

No educational facilities are located within a 0.5 mile radius of the project area. Three (3) religious facilities are located within the 0.5 mile radius of the project area. Access to and from the facilities are not impacted by the project; therefore no impact is expected. No airports are identified within the 0.5 mile radius of the project area; therefore, no impact is expected.

In Indiana there are no utilities running parallel to I-64; however, I-64 bridges have several utilities identified alongside the interstate. A utility coordination kick-off meeting was held in September 2019. Project plans have been provided to utilities for their review and comment. No utility impacts are anticipated within rehabilitation of the Sherman Minton Bridge nor the New Albany resurface project.

An active rail line is located under the Indiana Approach of the Sherman Minton Bridge and is an owned and operated by Norfolk Southern Railroad. Norfolk Southern has reviewed project plans and provided comments. All comments are being incorporated into the project documents. No impact is anticipated to the railroad.

Kentucky

Based on a desktop review, a site visit on July 18, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 4), and the RFI and limited RFI reports (Appendix E, page 1), there is one(1) recreational facility, the public Shawnee Golf Course, located within the immediate vicinity of the project area in Kentucky.

Coordination with the City of Louisville and Louisville Parks and Recreation occurred through CAC and teleconference meetings to provide project updates and address concerns on keeping the recreational facility open for the public. Coordination with the City of Louisville and Louisville Parks and Recreation is to be maintained by the Design-Build Contractor on project updates to ensure the safety of park users. No permanent impacts are anticipated due to access to the recreational facility will be maintained during construction. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use or permanent impact is expected. If the Design-Build Contractor determines that they want temporary use of the facility during construction, it is the Design-Build Contractor's responsibility to coordinate with KYTC, FHWA, the City of Louisville, and the Louisville Parks and Recreation. Additional archaeology, wetland, or other analysis may be required.

Two (2) educational facilities are located within a 0.5 mile radius of the project area. These schools may face temporary traffic impacts; however, access to and from the school is maintained. One (1) religious facility is located within the 0.5 mile radius of the project area. Access to and from the facility is not impacted by the project; therefore, no impact is expected. No airports are identified within the 0.5 mile radius of the project area; therefore, no impact is expected.

Utilities located in Kentucky are located outside of the existing Limited Access Right-of-Way. There are utilities located along local roadways of Northwestern Parkway and Bank Street which travel under I-264 just south of the I-64/I-264 interchange. A utility coordination kick-off meeting was held in September 2019. Project plans have been provided to utilities for their review and comment. No utility impacts are anticipated with the project work.

Both Indiana and Kentucky
Local first responders and emergency service providers force have been in coordination with the project team as apart of public outreach, this includes Floyd memorial hospital with concerns of heliport map. A meeting was held August 22, 2019 with a local Freeway Incident Management team, which included both New Albany and Louisville representatives of first responders and emergency service providers. The purpose of this meeting was to obtain feedback and concerns from those representatives during project development in approach to construction. Concerns mentioned in this meeting centered around the MOT options. It was mentioned that many first responders cross the bridge to answer a call of service regardless of state or city affiliation. If the bridge is only open to one lane, (MOT 2), this can leave emergency teams in difficult positions due to access, not to mention if multiple vehicles needed. An additional concern of access for emergency teams and hazardous units were also brought up in the case of an incident on the bridge itself. These concerns and comments were taken into consideration by the project team for further analysis into the MOT options and recommendations.

The public transit system serving the Project Study Area is operated by the Transit Authority of River City (TARC). TARC representatives have indicated that while all MOT options would have some effect on their operations, additional coordination would allow for service adjustments to ensure continued served for their ridership.

- **Indiana:**
  Increased congestion on the local New Albany roadway network and at the river crossings under any of the MOT options could affect headways for TARC Routes.
- **Kentucky:**
  Because of Louisville Metro area's robust roadway network, TARC riders on routes that do not cross the river are not anticipated to experience travel time delays under any of the MOT Options in the Louisville Metro area.

TARC routes were evaluated for impacts. Routes 71, 72, 82, and 65X were identified as potentially affected routes dependent upon MOT (Appendix I, page 123).

- Route 71 (Jeffersonville-Louisville-IUS) TARC Route 71, at its easternmost point within the Project Study Area, starts in west Jeffersonville, accesses I-64 via North 22nd Street, Crosses the SMB, then exits I-64 into downtown New Albany via the Spring Street Exit where it connects to State Street, Pearl Street, and Grant Line Road. Route 71 would be most affected because, in a single complete trip, this route crosses the Ohio River twice: once on the SMB and once on the Clark Memorial Bridge which, in the Base case, is already at capacity.

- Route 72 (Clarksville) - This route connects Clarksville to downtown Louisville via the Clark Memorial Bridge (2nd Street Bridge). Starting in Clarksville just west of I-65, southbound along routes that include Veterans Parkway, Greentree Boulevard, and Eastern Boulevard, to its crossing of the Ohio River via the Clark Memorial Bridge, then south into Downtown Louisville.

- Express 65 (Sellersburg Express) This route operates *Monday through Friday,* -providing an express connection between Ivy Tech in Sellersburg, IN to downtown Louisville. crossing via Clark Memorial Bridge. One stop at Ivy Tech on Indiana side. Several Downtown Louisville.

MOT Options 1, 2 and 4 maintain continuous travel on the Sherman Minton Bridge in both directions and would be less disruptive to TARC services and operations. MOT Option 5 (full closure) would require rerouting of TARC Route 71. Travel time delays may require service adjustments such as number stops, temporary detours taken, number of detours, and adjustments to the transit schedules, which could lead to further communication delays to riders. If TARC is unable to provide alternative and timely routes for riders, the impact to riders needing to cross the river could be significant. Since EJ populations near the Sherman Minton Bridge depend on TARC services, that rerouting diversions to other bridges was determined to be "disproportionately high and adverse effects", and therefore MOT conditions that increased this potential were not carried forward.

Minimization measures were part of project development, evaluations, and a combination of MOT options to reduced impacts. While the MOT 1 option had the most positive public involvement comments, fewest changes from existing travel patterns and local access, lowest induced traffic diversions and related environmental impacts; project constructability requirements were not entirely met. The Preferred Alternative MOT combined the predominant use of

MOT 1, limited off-peak use of MOT-2 (*allowance for about 180 nights per construction year*), and short-term use of MOT-5. Detour routes are listed below and included in Appendix B, pages 19-26.

The SMRP will impact interstate and local travel to public health and educational facilities, public and private utilities, emergency services, religious institutions, and airports within and adjacent to the project area, however, these impacts are temporary and none of these impacts are unique to a particular facility. The completion of proposed action will also provide long-term benefits with increased certainty and an extended service life for facilities and services that rely on the Sherman Minton Bridge in both Indiana and Kentucky.

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?	X	
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high or disproportionate impacts to EJ populations?	X	

Remarks:

An EJ evaluation was conducted to the SMRP as part of the CIA and EJ Analysis Technical Report (Appendix I, page 1). This analysis covered both Indiana and Kentucky.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is *Floyd County, New Albany, Indiana and Jefferson County, Louisville, Kentucky.* The COC is then broken into smaller, more manageable units based on Census Tracts (CTs). The community that overlaps the project area is called the affected community (AC). For the SMRP, the ACs includes all of the CTs that are located in the SMRP study area. (Appendix I, page 61). Demographic data at the COC and AC levels come from the U.S. Census Bureau and its more frequently updated American Community Survey (ACS). CT data were obtained from the 2013-2017 ACS five-year estimates and from the US Census Bureau Website https://factfinder.census.gov/ on November 12, 2019 by Michael Baker International. The data collected from the 59 census tracts for minority and low-income populations within the AC are summarized in Appendix I, page 85.

An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. EJ populations are present in Project Study Area:

Indiana

- Clark County consists of 8 Census Tracts where 5 are minority, 4 are low income, and 4 are both;
- Floyd County consists of 13 Census Tracts where 4 are minority, 8 are low income, and 4 are both;

Kentucky

- Jefferson County consists of 38 Census Tracts where 29 are minority, 35 are low-income, and 29 are both.

Project Area COC, AC, and CT level demographic data were incorporated into a Travel Demand Model (TDM) for insights to likely detour routes, travel time changes, changes in travel costs, and roadways likely to experience increased congestion. The TDM utilized both EJ and Non-EJ Traffic Analysis Zones (TAZs; as determined by KIPDA) based on whether or not the zone was within an EJ community. The model outputs were categorized by the trip origin as either an EJ Trip (those trips originating from within a Study Area EJ TAZ) or a Non-EJ Trip (those trips originating outside of a Study Area EJ TAZ). Potential EJ impacts are detected by locating minority populations and low-income populations in and near the project area, calculating their percentage in the area relative to a reference population (i.e. Project COCs, and determining whether there will be adverse impacts to them. For this project, disparities between non-EJ and EJ populations were examined comparing existing data with implementation of the proposed MOT Options. Potential disparities between non-EJ and EJ populations were analyzed along with community impacts for the following factors:

Traffic Impacts

- Diversions – Average Daily Traffic (ADT) vehicles diverted from the Sherman Minton Bridge and percentage change (total vehicles and EJ area origin passenger vehicles).
- Congestion - under capacity, near capacity, or at capacity conditions based on estimated peak hour traffic at any of the four selected local street network locations.
- Change in average AM Peak trip length (miles) and time (minutes) for Non-EJ (total vehicles) and EJ (passenger vehicles by origin area).

Transit impacts

- Potential for a TARC route change (low to high)
- Travel time delay for a TARC route change (minimal to 3 times existing)

Economic impacts

- Relative construction duration (years)
- Change in average AM Peak trip user cost and toll cost ($ Non-EJ total vehicles and $ EJ passenger vehicles by origin area)
- Temporary disruption for local businesses (low to high)

Social impacts

- Local access (ramp closures) and cross-river connectivity (maintained, reduced, or closed)

EJ impacts

- Evaluated per FHWA Order 6640.23A (5)(g) that defines a "Disproportionately High and Adverse Effect on Minority and Low-Income Populations" as "an adverse effect that (1) is predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population."
  - All of the MOT options have some degree of EJ impacts, based upon diversion to toll facilities and increased network user costs
  - Disproportionately high and adverse effects to EJ populations vary by MOT option (yes/no)

MOT 1 – Two lanes open, both decks (EB and WB)

- Traffic impacts – 7,400 ADT diversions (8% total; 19% EJ), congestion (under capacity), change in trip length (miles – 0.2 non-EJ; 0.2 EJ) and trip time (minutes – 0.9 non-EJ; 0.9 EJ).
- Transit impacts – disruption of TARC routes (few); increase in rider travel time (low)
- Economic impacts – duration (3+ years), change in average AM Peak trip user cost ($0.52 Non-EJ; $0.41 EJ) and toll cost ($0.20 Non-EJ; $0.14 EJ)
- Social impacts - access closures (none) and cross-river connectivity (maintained)
- EJ impacts - disproportionately high and adverse effects (no)

MOT 2 – One lane open, both decks (EB and WB)

- Traffic impacts – 33,400 ADT diversions (37% total; 21% EJ), congestion (near capacity), change in trip length (miles – 0.1 non-EJ; 0.2 EJ) and trip time (minutes – 2.0 non-EJ; 2.6 EJ).
- Transit impacts – disruption of TARC routes (few); increase in rider travel time (moderate)
- Economic impacts – duration (2 years), change in average AM Peak trip user cost ($1.37 Non-EJ; $1.18 **EJ)** and toll cost ($0.59 Non-EJ; $0.35 EJ)
- Social impacts - access ramps (3 closures) and cross-river cohesion (maintained)
- EJ impacts - disproportionately high and adverse effects (no)

MOT 3 – Alternating three one-way lanes (AM-EB / PM-WB) open on one deck

- Traffic impacts – 40,600 diversions (45% total; 28% EJ), congestion (under capacity), change in trip length (miles – 0.2 non-EJ; 0.8 EJ) and trip time (minutes – 0.3 non-EJ; 3.2 EJ).
- Transit impacts – disruption of TARC routes (high); increase in rider travel time (high)
- Economic impacts – duration (2.5 years), change in average AM Peak trip user cost ($0.57 Non-EJ; $01.32 EJ) and toll cost ($0.41 Non-EJ; $0.07 EJ)
- Social impacts - access ramps (4 closures) and cross-river cohesion (reduced)
- EJ impacts - disproportionately high and adverse effects (yes)

MOT 4 – Reversible center lane (AM-EB / PM-WB) and one-way EB/WB lanes open on one deck

- Traffic impacts – 19,700 diversions (22% total; 26% EJ), congestion (under capacity), change in trip length (miles – 0.1 non-EJ; 0.1 EJ) and trip time (minutes – 1.0 non-EJ; 2.0 EJ).
- Transit impacts – disruption of TARC routes (none); increase in rider travel time (none)

- Economic impacts – duration (2.5 years), change in average AM Peak trip user cost ($0.68 Non-EJ; $0.88 EJ) and toll cost ($0.29 Non-EJ; $0.20 EJ)
- Social impacts - access ramps (5 closures) and cross-river cohesion (maintained)
- EJ impacts - disproportionately high and adverse effects (no)

MOT 5 – Full Closure* of all six lanes and both decks

- Traffic impacts – 90,000 diversions (100% total; 18% EJ), congestion (at capacity), change in trip length (miles – 1.1 non-EJ; 1.3 EJ) and trip time (minutes – 3.3 non-EJ; 6.0 EJ).
- Transit impacts – disruption of TARC routes (none); increase in rider travel time (none)
- Economic impacts – duration (1.5 years*), change in average AM Peak trip user cost ($2.77 Non-EJ; $2.98 EJ) and toll cost ($1.24 Non-EJ; $0.72 EJ)
- Social impacts - access ramps (4 closures) and cross-river cohesion (closed)
- EJ impacts - disproportionately high and adverse effects (yes*)

  ***** *based on 1.5 years duration*

MOT 6 – One Direction/Phase three one-way lanes (WB-Phase 1/EB-Phase 2) open on one deck

- Traffic impacts – 46,600 ADT diversions (52% total; 21% EJ), congestion (at capacity), change in trip length (miles – 0.5 non-EJ; 0.6 EJ) and trip time (minutes – 1.7 non-EJ; 3.2 EJ).
- Transit impacts – disruption of TARC routes (none); increase in rider travel time (none)
- Economic impacts – duration (2.5 years), change in average AM Peak trip user cost ($1.43 Non-EJ; $1.56 EJ) and toll cost ($0.64 Non-EJ; $0.36 EJ)
- Social impacts - access ramps (3 closures) and cross-river cohesion (reduced)
- EJ impacts - disproportionately high and adverse effects (yes)

Since 75% of the EJ Trips did not cross the river (via a passenger vehicle using the Sherman Minton Bridge); EJ populations within the Project Study Area are not disproportionately more reliant on the existing Sherman Minton Bridge nor would these populations be disproportionately affected by having to use an alternative river crossing. Similarly, regardless of MOT Option, the increased use of tolled river crossings for EJ Trips would be less than that of Non-EJ Trips. Table 6 below summarizes the potential impacts per MOT at full duration.

Table 6. Sherman Minton Renewal Project: Potential MOT Impacts

TEMPORARY IMPACT CATEGORY	SUB-CATEGORY	MOT 1		MOT 2		MOT 3		MOT 4		MOT 5		MOT 6	
		Disp High	Adv	Disp High	Adv	Disp High	Adv	Disp High	Adv	Disp High	Adv	Disp High	Adv
Traffic	Diversions										X		
	Access & Congestion										X		X
	Travel Distance												
	Travel Time												
Transit	TARC Riders*					X	X			X	X	X	X
Economic	Diversion to Tolls		X		X		X		X		X		X
	User Costs – Network		X		X		X		X		X		X
	User Costs – Local						X				X		X
	Local Businesses**						X		X		X		X
Social	Access, Mobility, Cohesion						X		X	X	X		X
	Quality of Life (Air/Noise)												
Overall Potential (Yes/No)		No		No		Yes		No		Yes		Yes	

* Applies primarily to cross-river riders on TARC Route 71
** Applies primarily to businesses in downtown New Albany

Minimization measures were part of project development, evaluations, and a combination of MOT options to reduced

impacts. While the MOT 1 option had the most positive public involvement comments, fewest changes from existing travel patterns and local access, lowest induced traffic diversions and related environmental impacts; project constructability requirements were not entirely met. The Preferred Alternative MOT combined the predominant use of MOT 1, limited off-peak use of MOT-2 (*allowance for about 180 nights per construction year*), and short-term use of MOT-5. Detour routes are listed below and included in Appendix B, pages 19-26.

According to the CIA and EJ evaluations, Project Study Area EJ populations would be adversely affected in all six MOT options for diversion to tolled facilities and increased network user costs. The completion of proposed action will also provide long-term benefits with increased certainty and an extended service life for EJ populations and communities that rely on the Sherman Minton Bridge in both Indiana and Kentucky. All meeting summaries are included in Appendix G.

Based upon public involvement comments, EJ Outreach input, comparison to COC populations, and inclusion of the MOT Option that maintains cross-river community connectivity the lowest impacts; the project will not result in "Disproportionately High and Adverse" impacts for Study Area EJ populations.

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?		X
Has utility relocation coordination been initiated for this project?		X

Number of relocations: Residences: _____ Businesses: _____ Farms: _____ Other: _____

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks:

No relocations of people, utilities, businesses, or farms in Indiana or Kentucky will take place as a result of this project.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

	No	Yes/ Date
ES Review of Investigations		April 3, 2019
ES Review of Investigations		Limited RFI October 11, 2019

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, a RFI was completed on March 29, 2019 by Parsons (Appendix E, Page 1) and approved April 3, 2019, specific to the Sherman Minton Bridge location. No hazmat sites were identified in or within 0.5 mile search radius of the Sherman Minton Bridge that will impact the project.

Indiana

A Limited RFI was completed on October 9, 2019, by Parsons (Appendix E, Page 16) fixated on Elm, Spring, 4th, and 5th Streets of New Albany, IN. Nine (9) underground storage tanks, one (1) state cleanup site, ten (10) leaking underground storage tanks, nine (9) brownfields and five (5) institutional control are located within the 0.5 mile search radius of the project area. One (1) underground storage tank (UST) site is located within the project area.

This UST site is the Kentuckiana Mack Sales and Service at 44 W. 5th Street, New Albany, IN(Agency ID #30115), located at the southeast corner of the intersection. The IDEM received an *Underground Storage Tank Notification*, dated August 10, 1988 that documented two USTs containing diesel as "permanently out of use" with anticipated removal in 1988; no further information was available. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before

proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. No work is proposed at this intersection. Therefore, no impacts are expected. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Kentucky
A desktop screening was conducted for the Kentucky side of the project. No concerns were identified within the project limits. The proposed project will stay within existing previously disturbed roadway ROW; therefore, no impacts are expected. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Both Indiana and Kentucky
The Ohio River is listed as an Indiana Department of Environmental Management (IDEM) 303d impaired waters for dioxin, E. coli, Total Mercury in water, polychlorinated biphenyls (PCBs) in water and PCBs in fish tissue. The Ohio River is also listed as a Kentucky Energy and Environment Cabinet (EEC) 303d impaired waters for dioxin, E. coli, and PCBs. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ES and KYTC will occur. These recommendations are included as firm commitments in the Environmental Commitments section of this document.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	
Isolated Wetlands determination	
Rule 5	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDNR	
Construction in a Floodway	X
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
KDOW	
Construction in a Floodway	X
401 Water Quality Certification	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the remarks box below)	

Remarks:

Applicable recommendations provided by USACE, IDNR, KDOW, USEPA and USCG are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

USACE agency coordination response letter received May 8, 2020, (Appendix C, page 13) identifies recommendations and commitments for the Design-Build Contractor to follow. The following commitments section include the applicable recommendations.

IDNR early coordination letter response received March 11, 2019, (Appendix C, page 17), indicates the I-64 Sherman Minton Bridge work will require the formal approval for construction in a floodway under the Flood Control Act IC 1-28-1.

KDOW indicated on July 18, 2019, at the agency field visit a KDOW Construction and Floodplain Permit will be required. If the Design-Build Contractor decides to access or work within any waterway, a 401 Water Quality Certification will also be required.

USCG early coordination letter response received on December 18, 2018, (Appendix C, page 78) indicates USCG will not require a Coast Guard Permit; However once a contractor has been selected, USCG will require work plans to be reviewed and a conditions letter will be issued before work can commence.

It is the responsibility of the Design-Build Contractor to identify and obtain all required permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s) and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

The following commitments are based upon those provided or requested by environmental regulatory agencies. Additional details and requirements set forth by regulatory agencies, INDOT and KYTC are conveyed in the Design-Build Best Value Technical Provisions.

Firm:

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)

2) It is the responsibility of the project sponsor to notify school corporations, hospitals and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)

3) Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)

4) If there will be sediment and/or soils disturbed in the Ohio River by construction, additional investigation may be necessary. Coordination with INDOT ESD and KYTC will occur. (INDOT SAM)

5) If excavation occurs in or near 44 W. 5th Street, New Albany, IN, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)

6) Accommodations will be provided for the following special events and festivals and full bridge closures will not occur on: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, Thunder over Louisville, Kentucky Derby, and Harvest Homecoming Festival. (INDOT ESD)

7) Coordination with the Louisville Parks and Recreation is to be maintained by the Design-Build Contractor with project updates to ensure the safety of trail users. (KYTC-DEA)

8) If the Design-Build Contractor requires temporary access or use of any Section 4(f) or 6(f) resource during construction, it is the Design-Build Contractor's responsibility to coordinate with necessary agencies including but not limited to INDOT, KYTC, FHWA, the City of New Albany, the City of Louisville, the Louisville Parks and Recreation, and the Ohio River Greenway Commission, as Section 4(f) or Section 6(f) analysis may be required. (Technical Provision Section 7)

9) Early coordination response information received from Indiana Geological Survey is to be reviewed by the Design-Build Contractor. (Technical Provision Section 7)

10) Once a contractor has been selected, United States Coast Guard will require them to submit a work plan to be reviewed by our office and a work conditions letter will need to be issued from our office before any work can commence. (USCG)

11) No impacts due to construction will occur to the Ohio River. Should impacts be unavoidable the contractor will be responsible for coordination to obtain clearance for section. If there are any questions regarding this note, please contact Danny Peake, Director, Division of Environmental Analysis, 200 Mero Street, Frankfort, KY 40601; Phone (502) 564-7250. (KYTC-DEA)

12) The Design-Build Contractor must coordinate the chosen alternative with KYTC. Once an alternative has been chosen KYTC shall provide SHPO with the chosen alternative and final archeological effects recommendation. (KY-SHPO)

13) Once an Alternative and APE has been chosen, KYTC shall identify and reach out to the appropriate consulting parties based upon the chosen APE. (KY-SHPO)

14) If the design-build contractor proposes work outside of the existing ROW, coordination with INDOT Cultural Resources will be required. (INDOT-CRO)

15) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of the riprap. (USFWS)

16) Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

17) Implement pollution prevention and control measures during all construction activities to reduce the potential for hazardous spills or other materials entering the Ohio River. This will include the placement of refueling staging areas, fuel storage, and hazardous materials away from the river, and may also require specific containment measures for painting, sanding, etc. (USFWS)

18) If a causeway must be used, then locate the causeway primarily outside of the cobble/gravel substrate area, which is the most suitable habitat for many mussel species. (USFWS)

19) Install culverts/pipes within the causeway to allow continued flow of water through the area to prevent pooling and stagnation. (USFWS)

20) The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events to prevent upstream flooding. (USFWS)

21) Use clean fill material and remove immediately once project is completed. (USFWS)

22) The structure should not be in the stream longer than a year in order to minimize disruption of the mussel and host fish reproductive cycle. (USFWS)

23) All equipment to be used in the river should be inspected using accepted protocols and determined free of zebra mussel adults and veligers. (USFWS)

24) In the event a barge is used, all barge equipment maintenance will be conducted away from the river, whenever possible. Fuel storage shall be contained/maintained in an area where leakage and spilling into the river will be avoided. (USFWS)

25) Excavation for the deadman anchors and steel cables would be performed in a manner to minimize the amount of surface disturbance, and appropriate measures would be implemented to prevent the discharge of material into the river channel. During excavation, temporary silt fence will be installed around each deadman anchor site during excavation and installation. Extreme caution will be exercised during excavation/installation activities to prevent sediment from being washed into the Ohio River. (USFWS)

26) The towboat will be operated at as low of RPM's as practicable when approaching and leaving the work site to minimize river bottom scouring and downstream siltation. (USFWS)

27) Minimize impacts to shoreline and substrate via barge grounding. (USFWS)

28) Align the road along or through previously disturbed and degraded areas and disturb as narrow an area as possible to minimize negative impacts. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR)

29) All plant material, mud, and debris should be removed, and all water drained from equipment before entering or leaving the waterway to prevent the spread of aquatic and terrestrial invasive species. (IDNR)

30) Avoid staging and construction access within or wooded areas to the extent possible. (IDNR)

31) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)

32) Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires authorization for the construction of any structure in, over or under any navigable water of the United States. The proposed project would require two applications to be submitted for authorization under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors act - one application for impacts to waters of the U.S. in Kentucky and one application for impacts in Indiana. INDOT and KYTC have funded positions in Louisville District's Regulatory Division under the Water Resources Development Act (WRDA). These personnel would process the Section 404/Section 10 permits for this project. Under the WRDA funding agreements, the permits cannot be issued to any entity other than to those agencies funding the positions, thus Louisville District will have to process two separate actions for the proposed project. The WRDA funding agreement also requires KYTC and INDOT to be co-applicants with the contractor when the contractor applies for the permits to each state, respectively. KYTC and INDOT, along with the contractor, assume all responsibilities and risks associated with the permit and the contractor's work. (USACE).

33) If barges would be moored on the Ohio River or doing any work on the river, a Section 10 permit would be required as stated above. The permit would be part of the Section 404 permit. A map showing the location of barges would be required, along with drawings stamped by a professional engineer showing the locations and mooring configurations (including locations of deadmen that would be installed). Include a narrative/description of the mooring configuration and work to be performed. (USACE)

34) Work within the river would require Regulatory to coordinate with the Navigation Branch of the Louisville District Corps, which may necessitate the Corps permit being conditioned directing the permittees to notify Navigation 30 days prior to the commencement of work/mooring on the river for Navigation to issue a Notice to Navigation Interests. The Corps permit, if issued, would provide the contact information. (USACE)

35) The permit application must include the location, size and work for any staging, borrow and/or waste sites, with a description of work at those locations' areas; temporary work to be performed, including the installation of temporary mats, cofferdams, etc. (USACE)

36) The permit that would be issued for this project would require the contractor to notify the Corps if potential endangered species or historic/archeological resources are encountered during the course of work. This should also be included in the contract letting documents. (USACE)

37) The Corps must be notified of any modifications to the authorized work. Please ensure this requirement is included in the contract. (USACE)

38) Please ensure the Corps is supplied with either a U.S. Coast Guard (USCG) permit or correspondence from the USCG stating a permit is not required. The Corps will require either of these documents prior to issuance of any Corps permits. (USACE)

39) Based upon the Navigable Waters Protection Rule that took effect in June 2020, Wetlands/open waters will need to be reevaluated throughout the project under the Navigable Waters Protection Rule to determine if they are jurisdictional waters. (USACE)

40) All future correspondence with the Corps should reference the Corps ID number for this project. Which is LRL-2018-1114. (USACE)

41) Advance notice must be provided to Metro Public Works, Emergency Management, and Transit Authority of River City (TARC) prior to any closures that extend more than 24 hours. (INDOT)

For Further Consideration:

N/A

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

The following agencies were sent early coordination letters on December 12, 2018, as a part of the development of this Environmental Study. Additional coordination letters were sent February 15, 2019. Early coordination Letters are found in Appendix C.

Agency	Response Date	Appendix C
FHWA Indiana	No Response	Not Included
FHWA Kentucky	No Response	Not Included
INDOT Environmental Services	No Response	Not Included
INDOT Cultural Resources	No Response	Not Included
INDOT Public Works	No Response	Not Included
KYTC Division of Environmental Analysis	No Response	Not Included
KYTC Division of Cultural Historic Branch	No Response	Not Included
USEPA Region 5 Chicago	February 7, 2019	C4
USEPA Region 4 Atlanta	February 7, 2019	C4
USACE Louisville District	January 14, 2019	C13
USFWS IN-Bloomington Field Office	February 20, 2019	C23
USFWS KY	No Response	Not Included
United States Coast Guard 8th District	December 18, 2018	C78
National Resources Conservation Office / USDA	December 17, 2018	C79
IDEM	Auto response generated March 19, 2019	C80
IDNR	March 11, 2019	C17
Kentucky Division of Water (KDOW)	No response	Not Included
IN SHPO	January 7, 2019	D1
KY SHPO	December 20, 2018	D17
National Parks Service	No Response	Not Included
US. – HUD	No Response	Not Included
Indiana Geological Survey	Auto generated response March 12, 2019	C85

DATE: September 7, 2021

TO: Mr. Ron Bales, Environmental Policy Manager
Indiana Department of Transportation (INDOT) Environmental Services Division (ESD)

Ms. Michelle Allen, Team Leader
Federal Highway Administration (FHWA) – Indiana Division

Mr. Dave Harmon
Kentucky Transportation Cabinet (KYTC) Division of Environmental Analysis (DEA)

COPY: Mr. Eric Rothermel
FHWA – Kentucky Division

FROM: Susan Castle, Senior Scientist
Metric Environmental, LLC

RE: INDOT Lead Des. No. 1702255, Additional Des. Nos. 1702260, 1702254, 1592187, 1702257, 170225 8, 1702259, 1701215, & 1900579 Kentucky Transportation Cabinet (KYTC) Item ID 5-64

Additional Information to the Final Categorical Exclusion (CE) Level 4 Document, approved October 7, 2020, for the proposed Bridge, Associated Approaches, and Road Improvements located on West 5th Street, West Spring Street, and West Elm Street near the I-64 ramps, I-64 and US 50 Sherman Minton Bridge crossing the Ohio River in New Albany, Floyd County, Indiana and in Louisville, Jefferson County, Kentucky, extending from the I-62 / I-264 interchange in Louisville Kentucky, 3.5 miles to the northwest, to the I-64 / I-265 interchange in New Albany, Indiana.

ADDITIONAL INFORMATION

This memorandum provides additional information to the approved CE document, for the bridge and roadway improvements on Sherman Minton Bridge and side streets in Floyd County, Indiana and Jefferson County, Kentucky. Unless specifically discussed in this document, the impacts as identified in the approved CE document, approved October 7, 2020, remain unchanged. The approved CE document, without attachments, is located in Appendix G, pages G-1 to G-54.

Purpose and Need

The need for the project is due to the deteriorating structural condition of the existing Sherman Minton Bridge over the Ohio River, the deteriorating associated Indiana and Kentucky approaches, and deteriorating pavement of select associated side streets.

The purpose of the project is to address the deterioration of structural elements of the Sherman Minton Bridge, the associated Indiana and Kentucky approaches, and select associated side streets with the goal of extending the service life of the I-64 Interstate crossing over the Ohio River up to 30 years.

Please refer to Appendix G, pages G-5 to G-7 for the Purpose and Need, in its entirety.

Project and Environmental Document History

The approved CE document identifies this project as the Sherman Minton Renewal Project (SMRP); however, prior to request for proposals and selection of the Design-Build Team, the official name of the project was changed to Sherman Minton Corridor Project (SMCP). The project name was changed due to adding asphalt overlay and preventative maintenance work on West 5th Street, West Spring Street, and West Elm Street near the I-64 ramps in New Albany, Indiana, which are included in the approved CE document. SMCP shall be the reference to the project throughout this document.

The SMCP is the rehabilitation of the Sherman Minton Bridge, related approaches, and selected side streets in Indiana and Kentucky. The goal of SMCP is to address the deteriorating structural condition of the existing bridges to extend the service life of the bridges up to 30 years. Project elements include bridge deck replacements, bridge deck overlays, structural repairs, replacement lighting, bridge painting, local streets Hot Mix Asphalt (HMA) overlay and Americans with Disabilities Act (ADA) ramp reconstruction, and interstate ramp frictionalization. SMCP is a joint effort between INDOT and KYTC. INDOT is leading SMCP in close collaboration with key staff from KYTC. The entire description of the preferred alternative is located in Appendix G, pages G-9 to G-11.

Since the CE was approved on October 7, 2020, additional work has been added to this project as discussed below:

Additional work in Kentucky

A temporary access road will be installed on the levee, southwest of the bridge in Louisville, Kentucky, in order to provide access beneath the Kentucky approach bridges to perform structural repairs. A Location Map, Topographic Map, 2019 Aerial Photo Location Map, and Site Photographs are located in Appendix A, pages A-1 to A-12. The access road shall extend from levee Stations 329+00 to 342+00 and adjacent to I-64 Station 65+00 (Appendix A, page A-20).

The temporary access road will be approximately 12 feet (ft.) wide, 1 ft. thick, and 1,440 ft. long and comprised of temporary aggregate over geotextile fabric. The levee access road will then traverse down the slope into the project right-of-way (ROW). Project access areas beneath the bridge extend 40 ft. beyond the drip line along both sides of the Kentucky approach bridges up to Station 315+00 where the work area is restricted to 25 ft. beyond the drip line along both sides of the structure (Appendix A, page A-14). This restriction extends all the way to the culmination of the work zone adjacent to the Ohio River.

Construction of the access road and aggregate pads under the approach spans will require approximately 20 loads of stone per day for four days, one Cat D6 bulldozer to strip topsoil to a depth of six to eight inches and spread stone for four days, one 72-inch smooth drum roller to compact stone for four days, and an occasional pickup truck in and out of the site during the levee road access construction process. The stripped topsoil will be stored and stabilized for the duration of the project.

After the access road is constructed, normal day-to-day operations in the project area will include water trucks making passes as needed for dust control, occasional pickup trucks entering and exiting the site, one to two concrete trucks with light loads (two to three cubic yards) utilizing the access road for pier cap patching, and an occasional low-boy trailer will be needed to bring equipment in and out (anticipated to be an infrequent occurrence after the initial mobilization).

During hydro-demolition activities one additional water truck will utilize the access road emptying frac tanks from hydro-demo operation site to be hauled offsite, and occasional pickup trucks will enter and leave the site.

During removal of the access road, aggregate pads, and subsequent stabilization one track-hoe for loading dump trucks will be required for four days, approximately 20 dump truck loads will occur per day for four days, one Cat D6 bulldozer will be used for two days redressing the levee, one hydro seeder will be needed for one day to stabilize and plant grass seed on the levee once the work is complete, and occasional pickup trucks will be entering and leaving the site.

The full area of the levee surveyed consists of approximately 6.77 acres and includes the levee within KYTC ROW and beyond. The area of disturbance associated with the temporary access road is approximately 2.11 acres. Upon completion of construction activities, the aggregate and geotextile fabric will be removed, and the topsoil that had been placed in storage will be replaced. The topsoil will be graded and seeded to restore it to preconstruction conditions. This will include application of seed and mulch to facilitate final stabilization of the replaced topsoil. No permanent alterations or impacts to the levee are anticipated.

Two separate staging and lay down areas are proposed to be utilized within the I-64 and I-264 interchange infield areas (Appendix A, page A-3 and A-14).

There will be no work below the ordinary high water mark (OHWM) of the Ohio River; however, there will be temporary impacts to an emergent wetland (0.16 acre) and a forested wetland (0.32 acre) beneath the Kentucky approach bridges for access beneath the structures to allow staging, bridge deck replacement, structural steel painting, and concrete pier rehabilitation. Please refer to Waters Determination / Wetlands Delineation under the Supplemental Resource Review section below for additional information.

The Kentucky side of the project is bound on both sides of the ROW by the Shawnee Park Golf Course (SPGC). The SPGC is a U.S. Department of Transportation Section 4(f) resource as a recreational facility. The SPGC is also a Land and Water Conservation Fund (LWCF) Section 6(f) resource due to use of a LWCF grant for improvements to the SPGC maintenance facility and the park pavilion. Additionally, the Louisville Riverwalk, also known as the Louisville Loop, a Section 4(f) resource, is located along the edge of the SPGC proper between the SPGC and the Ohio River. Because the Louisville Loop is on property considered part of the SPGC, it is also considered a Section 6(f) resource.

The I-64 roadway is elevated above the Section 4(f) and Section 6(f) resources at this location, with several bridge approach spans on piers crossing the SPGC. Two golf cart paths within SPGC converge within the ROW and pass under the I-64 approach spans between holes 1 and 2, and between holes 7 and 8. The Louisville Loop also passes under an approach span within the highway ROW. The Louisville Loop is not being maintained at this location and has been closed to public use since approximately 2009/2010, with barricades across the trail. The area of the trail within the ROW is approximately 640 square ft. (Appendix A, page A-16).

During active project construction, from July 2021 to June 2023, the cart paths will merge before entering the work zone, and a single path will pass under the approach spans under a protective canopy. Bridge deck repairs and painting will occur above the cart path, hence the canopy to shield the golfers. Impact will occur to approximately 5,500 square ft. (0.13 acre) of cart path. There will be repair and rehabilitation of the piers and associated structures during the construction period, within the highway ROW. There will be no change in the recreational use of the SPGC, and access will be maintained during all times the SPGC is open to the public. The cart paths will be returned to their pre-construction condition once construction is completed. There will be no permanent or temporary ROW needed from the facility (Appendix A, page A-16. Please refer to Section 4(f) and Section 6(f) under the Supplemental Resource Review section below for additional information.

All work will be completed in previously disturbed soils in existing ROW. Although suitable habitat is present, no trees are currently planned to be trimmed or cleared during construction activities. In the event it becomes necessary to trim or clear trees during construction, coordination shall occur with all appropriate parties prior to initiation of work.

Additional work in Indiana

Temporary access beneath the Indiana approach bridges will be required for staging and access for structural repairs. Access beneath the Indiana approach bridges will be attained via local streets. Temporary aggregate fill, approximately 12 inches in depth, over geotextile fabric, will be installed beneath the approach bridges, within the ROW, adjacent to the Ohio River. The temporary impacted area will be restored using Seed Mix, Type Floodplain, per INDOT Standard Specifications. No permanent impacts shall occur in association with this work (Appendix A, page A-18).

The temporary access beneath the Indiana approach bridges will temporarily result in minor impacts to two local trails, the Levee Trail and the Ohio River Greenway Trail, and require Section 4(f) coordination and approval. Both the Levee Trail near Jaycee Park and the Ohio River Greenway Trail terminate within the ROW beneath the Indiana approaches and will be closed for nearly the full duration of construction, approximately July 2021 to June 2023 (Appendix A, page A-18). Please refer to Section 4(f) and Section 6 (f) under the Supplemental Resource Review section below for additional information.

An Intelligent Transportation Systems (ITS) is an advanced application which aims to provide innovative services relating to different modes of transport and traffic management. The ITS will provide real-time sensor data that feeds INDOT's traffic wise mobile and web map. Data is collected from roadway cameras, digital message sign text for each sign in the State, portable digital message signs current major roadway incidents recorded in Hoosier Helper dispatch system, color road segments of highway speeds, and travel time sign values.

The ITS will be installed on the southwest side of I-64 between the railroad tracks and W. Main Street. The type and actual placement of the ITS is not known at this time (Appendix A, page A-18). The Ohio Valley Truck and Tractor (Agency ID No. 107467) is located at 303 to 305 West Main Street, approximately 90 ft. west of this ITS location. Based on the INDOT Red Flag Investigation (RFI), approved by INDOT SAM on April 3, 2019, in February 2014, the Ohio Valley Truck and Tractor facility was issued a Brownfields Petroleum Eligibility Letter, stating the landowners and the New Albany Redevelopment Commission may perform site assessment activities at the property. No further records are available on the VFC. No impact is expected. The RFI can be viewed in the approved October 7th CE appendices (E-1 to E-15) which can be found in the originally approved document currently located on the https://shermanmintonrenewal.com website or can be requested by contacting INDOT environmental services.

The ITS will also be installed at the northeast and southwest sides of I-64 between W. Main Street and W. Market Street, between the I-64 westbound on and off ramps, the northeast and southwest sides of I-64 between W. Market Street and W. Spring Street, and between W. Spring Street and the I-64 eastbound on ramp and westbound off ramp. The type and actual placement of the ITS is not known at this time (Appendix A, pages A-18 to A-19). Based on the INDOT RFI approved by INDOT SAM on April 3, 2019, and the INDOT Limited RFI, approved by INDOT SAM on October 11, 2019, there are no hazardous materials within or near the ITS project areas. Therefore, no impact is expected. The RFI and Limited RFI can be viewed in the approved October 7th CE appendices (E-1 to E-22) which can be found in the originally approved document currently located on the https://shermanmintonrenewal.com website or can be requested by contacting INDOT environmental services.

Additionally, based on the Waters of the U.S. Determination Report, approved by INDOT Ecology Waterway and Permitting Office (EWPO) on September 20, 2019, there are no water resources within any of the ITS installation locations. Therefore, no impacts are expected. The Waters of the U.S. Determination Report can be viewed in the approved October 7th CE appendices (F-1 to F-54) which can be found in the originally approved document currently located on the https://shermanmintonrenewal.com website or can be requested by contacting INDOT environmental services.

There will be a staging area within the Spring Street-I-64 Eastbound (EB) on-ramp (Appendix A, page A-19).

All work will be completed in previously disturbed soils in existing ROW. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees).

Justification for Additional Information
Due to the additional work described above, additional services to include Maintenance of Traffic (MOT), Waters Determination / Wetland Delineation, Threatened or Endangered Species, Section 106 Cultural Resources, Section 4(f) / Section 6(f) resources, and Permits were required. No other additions or changes to the project are anticipated.

SUPPLEMENTAL RESOURCE REVIEW:

Public Involvement - Since approval of the original CE on October 7, 2020,
A combined effort of DLZ and C2 Strategic Communications, the following public involvement activities have been conducted, on behalf of the Indiana Finance Authority (IFA).

- On March 16, 2021, the start of bridge inspection was advertised.
- On April 19, 2021, the start of ramp improvements and description of work was advertised.
- On April 22, 2021, a major update was made to the project website.
- On June 9, 2021, a presentation of the project was given in southern Indiana by INDOT.
- On July 12, 2021, an elected officials briefing for Indiana and Kentucky were held virtually.
- On July 21, 2021, an update for start of painting and brief summary of work was advertised.
- On July 30, 2021, upcoming weekend closures was advertised.
- August 13, 2021, the beginning of Phase 1 construction was advertised.

All of the above public involvement advertisements were distributed to multiple print and broadcast media including the following in Louisville, Kentucky: Courier-Journal, Courier-Journal Online Louisville, LouisvilleKY.com, Business First, WFPL-FM, Louisville Defender, WHAS-TV, WHAS-TV Online, WHAS-AM, Total Traffic, Transport Topics, WDRB-TV, The Lane Report, WLKY-TV, Louisville Public Radio, WGTK/WRVI Radio, Kentucky Today, Spectrum News, Spectrum News 1, al dia en America, WAVE-TV, Louisville Business First, LEO Weekly, Oldham Era, as well as The Indianapolis Star, Extol Magazine in Southern Indiana, WRTV Indianapolis Indiana, News and Tribune Associated Press in New Albany and Louisville, and Gov Delivery (C2 Strategic Communications e-newsletter and text updating system).

Additionally, a weekly notice is sent to the SPGC representative of planned construction activities and media updates are provided that will or do identify anticipated construction traffic in neighborhoods on either side of the river. Additional public outreach may be conducted in the future with the neighborhood adjacent to the SPGC.

Maintenance of Traffic (MOT) During Construction

As discussed in the approved CE document, October 7, 2020, six MOT options were developed and evaluated during design engineering, traffic modeling, Community Impact Assessment (CIA) and Environmental Justice (EJ) Analysis. As design progressed, the contractor has proposed to utilize MOT option 1 throughout construction. MOT option 1 consists of the following:

The MOT for the project will require one EB and one westbound (WB) lane will be closed throughout construction. Open travel lanes will shift location on the Sherman Minton Bridge during construction. Two EB and two WB travel lanes will remain open for cross-river traffic and existing access ramps will remain open except for the following allowances:

180 nights per construction year during which two EB and two WB lanes and associated access ramps will be closed each night approximately from 9 pm to 4 am and 10 pm to 5 am, respectively. Cross-river traffic will be maintained with one EB and one WB travel lane open and a temporary crossover lane in Kentucky for I-64 WB to merge with I-264. See Permitted Mainline Interstate Off-Peak Movement Closures below for off peak closures and times.

Table 12-1: Permitted Mainline Interstate Off-Peak Movement Closures

Roadway	From	To	Minimum Number of Lanes Maintained on the Bridges	Number of Off-Peak Periods	Restrictions
I-64 EB	I-265	I-264	1 lane	[360] Prior to Substantial Completion [60] After Substantial Completion for approved Punch List work only.	Between 9:00 p.m. and 5:00 a.m. each night - Sunday night through Thursday night Between 10:00 p.m. and 6:00 a.m. Friday night Between 10:00 p.m. and 9:00 a.m. Saturday night
I-64 WB	I-264	I-265	1 lane	[360] Prior to Substantial Completion [60] after Substantial Completion for approved Punch List work only.	Between 10:00 p.m. and 6:00 a.m. each night - Sunday night through Thursday night Between 10:00 p.m. and 9:00 a.m. Friday night Between 10:00 p.m. and 10:00 a.m. Saturday night

Short-term closure of the Sherman Minton Bridge will be allowed for one (1) nine (9) consecutive day period and up to three (3) weekend closures during each construction year; excluding holidays and community events detailed below. During the short-term bridge closure, all I-64 (US 150) cross-river traffic will be diverted to detour routes.

Table 10-1-1 Allowable Mainline Interstate Movement Closures	
Segment	**Maximum Movement Closures**
I-64 EB (from approximate MM 121.4 to approximate 123.8 (Kentucky State Line) and from MM 0.0 (Kentucky State Line) to approximate MM 1.4)	One (1) nine (9) consecutive day closure per calendar year period; Up to three (3) weekend periods per calendar year (Work may commence no earlier than Friday at 10 p.m. and conclude no later than Monday at 5 a.m.); and Subject to the approved IHCP Exception Request obtained in accordance with Section 12.3.11.1.4 of the Technical Provisions, one (1) lane for one (1) fifteen (15) consecutive day closure for As-Built Bridge Reference Document Verification inspection.
I-64 WB (from approximate MM 121.4 to approximate 123.8 (Kentucky State Line) and from MM 0.0 (Kentucky State Line) to approximate MM 1.4)	One (1) nine (9) consecutive day closure per calendar year period; Up to three (3) weekend periods per calendar year (Work may commence no earlier than Friday at 10 p.m. and conclude no later than Monday at 6 a.m.); and Subject to the approved IHCP Exception Request obtained in accordance with Section 12.3.11.1.4 of the Technical Provisions, one (1) lane for one (1) fifteen (15) consecutive day closure for As-Built Bridge Reference Document Verification inspection.

I-64 EB & WB MOT – Shoulder rehabilitation for travel lane reconfiguration and Indiana Crossover; no pavement footprint widening.

I-64 / I-265 Interchange MOT – Mill and fill shoulder rehabilitation to existing pavement footprint on I-265 WB to I-64 WB and I-64 EB to I-265 EB; existing one-lane ramps will be restriped and converted to 2-lane ramps. The ramps will be returned to their current configurations when construction is complete.

I-65 / I-265 Interchange MOT – Mill and fill shoulder rehabilitation to existing pavement footprint on EB to SB ramp; existing one-lane ramp will be restriped and converted to a 2-lane ramp. The ramps will be returned to their current configurations when construction is complete.

Provisions are included for local traffic access and through-traffic dependent businesses by retaining existing access ramps in Indiana and Kentucky; through-traffic dependent businesses by maintaining cross-river travel lanes in both directions; public notification, signage according to MOT, and posting requirements during construction; and detour routes that remain within the interstate system to alternate local river crossings. The MOT plans are located in Appendix A, pages A-30 to A-53.

Indiana (Alternate Routes)

- I-64 through traffic may use I-265 and the I-65 paired Kennedy/Lincoln bridges.
- Local access to New Albany could follow the same alternate route or remain on the local roadway network; State Street will be the alternate route during Spring Street access ramp closures.

Kentucky (Alternate Route)

- Both I-264 and I-64 through traffic may use I-65 paired Kennedy/Lincoln bridges.
- Local access to west Louisville could follow the same alternate route or remain on the local arterial network.

Minimization measures included additional accommodation for local special events and festivals with the exclusion of bridge closure work during the following:

New Year's Day - If New Year's Day falls on a Sunday, work shall be suspended from noon December 31 until sunrise January 3. or if New Year's Day falls on a Monday through Saturday, work shall be suspended from noon December 31 until sunrise January 2.

Good Friday - Work shall be suspended from noon on Good Friday until sunrise Monday.

Memorial Day - Work shall be suspended from noon the Friday before Memorial Day until sunrise Tuesday, the day after Memorial Day.

Independence Day - If Independence Day falls on a:

Sunday - work shall be suspended from noon Friday, July 2, until sunrise Tuesday, July 6. Monday - work shall be suspended from noon Friday, July 1, until sunrise Tuesday, July 5. Tuesday - work shall be suspended from noon Friday, June 30, until sunrise Wednesday, July 5.

Wednesday - work shall be suspended from sunset on Tuesday, July 3, until sunrise Thursday, July 5. Thursday - work shall be suspended from noon Wednesday, July 3, until sunrise Monday, July 8.

Friday - work shall be suspended from noon Thursday, July 3, until sunrise Monday, July 7. Saturday - work shall be suspended from noon Thursday, July 2, until sunrise Monday, July 6.

Labor Day - Work shall be suspended from noon the Friday before Labor Day until sunrise Tuesday, the day after Labor Day.

Thanksgiving Day - Work shall be suspended from noon the Wednesday before Thanksgiving Day until sunrise the Monday after Thanksgiving Day.

Christmas Day - Work shall be suspended from noon December 24 until sunrise December 27.

Thunder Over Louisville - Work suspended from Midnight Friday till 6:00 a.m. Sunday.

Kentucky Derby -Work suspended from Thursday at midnight until Monday at 6:00 am.
Harvest Homecoming Festival - First Saturday in October to second Saturday in October.

Construction Traffic
The area for construction access traffic was identified in the approved CE-4 on appendix page I-21 as an area where minority and low income (EJ) populations reside.

To access the project beneath the Kentucky approach structures, construction traffic will be routed off of I-264 via the Bank Street Exit. Construction traffic will then utilize N. 38th Street to Northwestern Parkway to the Levee access point, adjacent to the SPGC. Upon leaving the construction project traffic will be routed via Bank Street to I-264.

The temporary impacts to the EJ populations include additional traffic (light to heavy construction vehicles) along N. 38th Street and Northwestern Parkway, which could cause increased vehicular air pollution and noise. The impacts will be temporary in nature, as described in the four phases below:

1. Construction of the access road and aggregate pads under the approach spans
    - Approximately 20 loads of stone / day for 4 days
    - 1 - Cat D6 Dozer stripping topsoil / spreading stone for 4 days
    - 1 - 72" smooth drum roller compacting stone for 4 days
    - Occasional pickup trucks in and out of the site
2. Normal day to day operations throughout the project
    - Water Truck making passes as needed for dust control
    - Occasional Pickup trucks in and out of the site
    - 1 to 2 concrete trucks with light loads (2 CY to 3 CY) for pier cap patching
    - Occasional low boy trailer bringing equipment as needed in an out for KCC and North Star (this will be infrequent after the initial mobilization)
3. Hydro demolition activities
    - 1 Additional water truck emptying frac tanks from hydro-demo operation and hauling offsite
    - Occasional pickup trucks in and out of the site
4. Removal of the access road and aggregate pads and subsequent stabilization
    - 1 – Track-hoe loading dump trucks for 4 days
    - Approximately 20 dump truck loads / day for 4 days
    - 1 – D6 Dozer for 2 days redressing the levee
    - Occasional pickup trucks in and out of the site
    - 1 - Hydro seeder for 1 day to stabilize the levee once we are complete

Most of the construction period, a small number of vehicles will be traveling along N. 38th Street, Northwestern Parkway, and Bank Street each day. Therefore, this would not cause disproportionately high or adverse effects to EJ populations.

Waters Determination / Wetlands Delineation
As discussed in the approved CE document, October 7, 2020, A *Waters of the U.S. Determination / Wetland Delineation Report* was completed by Kaskaskia Engineering for the project area, including both Indiana and Kentucky. The INDOT Ecology and Waterway Permitting Office approved the report on September 20, 2019.

The *Waters of the U.S. Determination / Wetland Delineation Report* identified two wetlands (wetland 10 and wetland 11) beneath the Kentucky approach bridges. At the time the CE document was prepared and approved, no impacts to any wetlands were anticipated. As design progressed, it was determined that access beneath the Kentucky approach bridges will be necessary and will result in temporary placement of fill within wetland 10 and wetland 11 in order to provide stable access for construction equipment. Overall, there will be a total of 975 cubic yards over 0.48 acre of temporary impact to the two wetlands. Upon completion of construction activities all temporary fill materials shall be removed. However, due to the wetlands existing within maintained highway right of way (ROW), USACE requested mitigation associated with these impacts be provided since the restored wetlands cannot be guaranteed to be maintained in perpetuity. The wetlands will be restored using early successional seed mix and will be mitigated with the purchase of wetland bank credits at a 2:1 ratio. (Appendix A, pages A-15 to A-16).

Wetland 10: As depicted in Appendix A, page A-16, wetland 10 is an approximately 0.56 acre palustrine forested wetland located adjacent to the Kentucky east bank of the Ohio River, within the Eastern Mountains and Piedmont Region. A portion of Wetland 10 is classified as a National Wetland Inventory (NWI) wetland, Palustrine Forested Broad-Leaved Deciduous Temporary Flooded Diked/Impounded (PFO1Ah). It is within the floodplain of the Ohio River. Wetland 10 will be temporarily impacted during construction due to the placement of a 1 ft. thick temporary coarse aggregate pad over geotextile fabric resulting in approximately 516 cubic yards of temporary aggregate fill over 0.32 acre.

Wetland 11: As depicted in Appendix A, page A-15, wetland 11 is an approximately 0.60 acre palustrine emergent wetland under the WB lanes of the Sherman Minton Bridge and extending along the north side EB I-64 within the Eastern Mountains and Piedmont region. Wetland 11 is not classified as an NWI wetland. It is within the floodplain of the Ohio River. Wetland 11 will be temporarily impacted during construction due to the placement of a 1 ft. thick temporary coarse aggregate pad over geotextile fabric. In addition, an approximate 12-inch diameter by 252 ft. long temporary steel pipe shall be placed within wetland 11 to maintain drainage through the project area. These temporary impacts will result in approximately 459 cubic yards of fill material over 0.16 acre. Upon project completion, the temporary impacts will be removed.

In conformity with the requirements of Section 401 of the Clean Water Act, a Kentucky General Certification of the Nationwide Permit 14 for linear transportation projects and a USACE 404 Nationwide permit are in the process of being obtained for this work. A Kentucky Department of Water (KY DOW) exemption for the floodplain permit was applied and no permit was deemed necessary for the temporary impacts within the floodway on the Kentucky side of the project.

On March 19, 2021, Metric conducted a field reconnaissance to determine the absence or presence of Waters of the U.S., Waters of the State, and potential wetlands within the levee area to be used for temporary access to the Kentucky approach bridges.

A *Waters of the U.S. Determination / Wetland Delineation Report* was prepared by Metric Environmental, dated March 31, 2021. It was determined no wetlands and no streams were identified within the project study limits. On June 4, 2021, KYTC concurred with Metric's findings in the *Waters Determination Report.* (Appendix D, pages D-1 to D-20).

Terrestrial Habitat

Tree clearing or trimming may become necessary during construction, In the event tree clearing or trimming becomes necessary, coordination shall occur with all appropriate agencies prior to initiating any activities. This firm commitment is included in the Additional Firm Environmental Commitments section of this AI.

Threatened or Endangered Species

Re-coordination was not required with the Indiana Section 7 determination because the impacts are on the Kentucky side. None of the determination key questions change on the Indiana side; therefore, the project is still found to have "no effect" to the Indiana bat and/or the Northern Long-eared bat (Appendix B, pages B-1 to B-3).

On May 19, 2021, Metric Environmental coordinated with KYTC to determine if additional coordination needs to occur for USFWS/IPaC documentation as it relates to the use of the levee access road, wetland impacts or potential temporary lighting on the Kentucky side of the project. On May 26, 2021, KYTC responded the new access along the levee did not change any determination they made in regard to Section 7. Coordination is located in Appendix B, pages B-4 to B-6.

A new species list was generated on May 27, 2021, which identifies the entire project area, including the levee access road, which has been added to this project. The bird, Least tern (*Sterna antillarum*) and clam, Purple cat's paw (*Epioblasma obliquata obliquata*) are no longer included on the species list. The clam, Pink mucket (*Lampsilis abrupta*) has been added to the species list since originally generated on August 27, 2019. As no work or impacts are proposed within the river, there is no potential for impact to this species, thus no coordination with USFWS has occurred. No critical habitat has been designated for this species in the project area. The updated list of threatened and endangered species list is located in Appendix B, pages B-7 to B-15.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Section 106 Cultural Resources

Due to the subsequent design change in Kentucky, the original Area of Potential Effect (APE) has been widened as part of the "reasonable and good faith effort" that is required by the Section 106 process to identify historic properties (36 CFR Part § 800.4(b)(1)). The APE includes most of the SPGC, an USACE earthen levee, a portion of the Shawnee neighborhood along the Northwestern Parkway corridor, a portion of the Portland neighborhood on the north side of Rudd Avenue, and a large portion of river frontage that contains the McAlpine Locks and Dam Visitors Area, the Portland Wharf Park, and the Sherman Minton approach bridges. Northwestern Parkway and the Portland Historic District are both listed on the NRHP. And, as stated previously, the SPGC and the earthen levee have been previously determined NRHP eligible. Though the McAlpine Locks and Dam Visitors Center is within the APE, the engineering system itself lies outside of the APE, and thus was not evaluated for this project. Since the Sherman Minton Bridge is part of the Interstate system, it has previously been determined not eligible for the NRHP under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005.The APE is located in Appendix C, pages C-32 to C-33.

Archaeological Investigation Summary:

A Qualified Professional archaeologist from Metric Environmental, who meets the Secretary of the Interior's Professional Qualifications Standards for Section 106 work per 36 CFR Part § 61, reviewed the proposed newly added project area by conducting a literature review. The expanded APE required for the temporary access road encompasses the full limits of the levee including 6.77 acres located immediately adjacent to and southwest of the area examined during the original archaeological investigation for the project in 2020. Based on review of the documentation Metric received regarding the previous investigation, there are no previously recorded archaeological resources within the additional acreage nor any sites eligible for listing in the National Register of Historic Places (NRHP) within its vicinity.

The Qualified Professional conducted a literature review utilizing online information from the United States Department of Agriculture, Natural Resource Conservation Service Web Soil Survey, as well as historical county soil surveys. Mapped soils within the additional acreage consist entirely of Urban land-Udorthents complex, smoothed, 0 to 50 percent slopes; udorthents comprise a deep and very deep mixture of geologic and artificial materials that have been graded and smoothed. The 6.77 acres that encompass the levee have been heavily disturbed from the levee's construction, and the levee itself is composed of artificial fill. For these reasons, Metric Environmental determined no archaeological investigations were warranted as the area within the expanded APE was not considered to have the potential to contain archaeological resources.

An archaeological summary report was submitted to the KYTC in early May 2021, and on May 13, 2021, the KYTC agreed with the findings and recommended that a "No Historic Properties Affected" determination was still appropriate for the undertaking (Appendix C, pages C-85 to C-90). On May 17, 2021, the Kentucky Heritage Council (KHC) also gave their concurrence with this determination (Appendix C, page C-86).

Above Ground Investigation Summary:
A Qualified Professional historian who meets the Secretary of the Interior's Professional Qualifications Standards for Section 106 work per 36 CFR Part § 61, conducted a literature review of the project area and established a revised APE to include the addition of the levee access road. The revised APE was submitted to KYTC on May 24, 2021, for review and submittal to the KHC for their review and comment. In a letter dated June 3, 2021, KHC acknowledged receipt of the revised APE from the KYTC and expressed their office's concurrence with the APE's adequacy for this undertaking (Appendix C, page C-91). The KHC "strongly suggest(s) avoidance/minimization to avoid the NRHP-eligible or listed resources within the proposed APE" to avoid adverse effects to those resources.

On June 29, 2021, an on-site meeting was held to discuss potential impacts to historic properties within the APE. The meeting summary is located in Appendix F, pages F-1 to F-3.

The Qualified Professional recommended the following resources within the APE as NRHP eligible: the Shawnee Golf Course, as a contributing resource to the previously-listed Olmsted Park System of Louisville Historic District (NPS File No. 82002715) under Criteria A and C; the earthen levee west of I-64 as a contributing resource for the proposed Louisville Reach of the Louisville Metro Flood Protection System HD, under Criteria A; the Shawnee Residential Historic District under Criteria A and C; and the continuing NRHP eligibility of the Portland Historic District (NPS File No. 80001615). Please see Appendix C, pages C-16 to C-24.

There are no anticipated physical changes occurring to the Shawnee Golf Course and Northwestern Parkway, Shawnee Residential Historic District, and the Portland Historic District as part of this undertaking, and no temporary or permanent right-of-way will be acquired. Construction traffic will utilize Northwestern Parkway at certain times during construction. Kokosing will document existing roadway conditions via video camera before construction begins and will compare and make patches as needed after the project is completed.

Impacts to the earthen levee include temporary physical changes due to the construction of a temporary access road. The proposed access road to be built on top of the levee would be constructed of temporary gravel aggregate over geotextile fabric, and it would measure 12 ft. wide, one ft. thick, and 1,440 ft. long. The stripped topsoil will be stored and stabilized for the during of the project. Total temporary right-of-way needed for the access road is approximately 6.77 acres. Upon completion of construction activities, the aggregate and geotextile fabric would be removed, and the topsoil that had been placed in storage would be replaced. The topsoil would be graded and seeded to restore it to pre-construction conditions. This will

include seeding the topsoil. No permanent alterations or impacts to the levee are anticipated. A water truck will be on site to manage dust control and will be used on an as-needed basis.

Based upon the project's temporary and minor impacts to the NRHP-eligibility resources within the APE, the recommended effect finding for the project was No Adverse Effect. Please see Appendix C, pages C-24 to C-29.

The additional project information, including NRHP Evaluation and Effects Determination Recommendations was provided to the KHC for a 30-day review and comment period on July 16, 2021. In a letter dated July 27, 2021, the KHC provided concurrence with a revised conditional finding of No Adverse Effect, which includes the following:

- A revised Cultural Historic that addresses the issues outlined via email on July 27th, 2021, is submitted and accepted by KHC office no later than six months from the date of this letter. KHC office is withholding comment on eligibility discussions included within the report until the revised copy is received. This will include a paper copy of the revised report, if requested by KHC office.
- Survey forms, likely to be submitted by a different consultant, are submitted and accepted by KHC office for all resources within the APE no later than one year from the date of this letter. This should be coordinated with KHC office, and follow the guidelines discussed via email on July 27th, 2021. This will include a paper copy of the survey forms, if requested by KHC office.
- Use of the NRHP-eligible SPGC, Shawnee Residential Historic District and Northwestern Parkway are temporary, with any damages to the roadway caused by construction vehicles to be repaired by the end of the project.
- Use of the NRHP-eligible Louisville Floodwall levee for construction vehicle access shall protect the resource from adverse effect, with no more than one foot of topsoil removed from the levee, before the aggregate and geotextile road is set up. All area of removed matter shall be returned to the state in which it was found at the end of the project duration, conforming to pre-existing dimensions including height, width, and slope of the levee, as this will be temporarily altered by the construction of a road for contractor access. This shall be confirmed with SHPO at the end of this undertaking.

The KHC letter response is located in Appendix C, pages C-1 to C-2.

Section 4(f) de minimis impacts to historical resources (SPGC, Levee, Northwestern Parkway, Shawnee Residential and Portland Historic Districts) did not require notification due to an existing Memorandum of Understanding (MOU) between KHC and KYTC (Appendix C, pages C-128 to C-129).

Section 4(f)

Kentucky: There are two Section 4(f) resources located within the project area which include the SPGC and Louisville Loop (Appendix A, page A-3 and A-16).

In a letter, dated August 2, 2021, the KY FHWA proposed the Section 4(f) impact to the SPGC qualifies for a Temporary Occupancy Exemption, because the impact is minor, the cart path will be returned to its pre-construction condition, and the impact lasts less than the entire duration of the project, which is from July 2021 to August 2023. It is proposed the impact to the Louisville Loop will also qualify as a Temporary Occupancy Exemption since the trail is not open to the public at this time, no permanent changes will occur, and that status will not change. This effectively means there is 'no use' of either resource. On August 2, 2021, Louisville Parks and Recreation Department, the official with jurisdiction (OWJ) over the SPGC

including the Louisville Loop for Section 4(f), concurred with the Section 4(f) determination of temporary occupancy 'no use' (Appendix F, pages F-4 to F-5).

Indiana: There are two Section 4(f) resources located within the project area which include the Levee Trail and Ohio Greenway Trail (Appendix A, page A-3 and A-18).

In a letter dated August 10, 2021, the City of New Albany, official with jurisdiction (OWJ) over the Levee Trail and Ohio River Greenway Trail, understands that the *de minimis* use of the Section 4(f) resource is necessary and is in the opinion that such work will not permanently adversely affect the activities, features, or attributes of the recreational resource. The OWJ concurs with the FHWA Section 4(f) *de minimis* finding for this project (Appendix F, pages F-6 to F-7).

A public notice was advertised in the News and Tribune newspaper on July 13, 2021, describing the temporary effects of the Levee Trail and the Ohio River Greenway Trail, within the Indiana side of the SMCP. The Proof of Publication and Public Notice are located in Appendix F, pages F-8 to F-9. No comments were received by the comment deadline date of July 26, 2021.

Section 6(f)

As discussed in the approved CE document, dated October 7, 2020, the Shawnee Park Pavilion and the SPGC Maintenance Building within the SPGC are Section 6(f) resources. The Louisville Loop is attached to the SPGC and therefore, should be considered part of the Section 6(f) resource. These properties are owned by the City of Louisville and operated by the Louisville Parks and Recreation.

On July 12, 2021, FHWA proposed the Section 6(f) finding for both the SPGC and Louisville Loop resources will be 'no conversion' because there will be no constructive changes to the current use of either facility. There will be no conversion of recreational land to a non-recreational use, and no change in ownership. The trail is closed to the public and will remain closed.

On July 20, 2021, LWCF "Recreational Trails Program, Federal Program Specialist, Kentucky Department for Local Governments concurred with the Section 6(f) 'no conversion' for the SPGC including the Louisville Loop (Appendix F, page F-11).

Addendum to Red Flag Investigation (RFI)

Indiana:

As the original RFI for this project was approved by INDOT Site Assessment and Management (SAM) on April 1, 2019, more than two years ago, Metric Environmental conducted a review of the findings to evaluate any changes.

On June 4, 2021, Metric Environmental coordinated with INDOT SAM regarding the evaluation. There was no new infrastructure, water resources, mining and mineral resources, and hazardous material concerns within or near the project area. On June 16, 2021, INDOT SAM responded that it does not appear an RFI Addendum is warranted. Coordination is located in Appendix E, page E-1 to E-2.

Kentucky:

Construction of the access road along the levee will require excavation of approximately 1 ft.; however, the levee is approximately 30 ft. above ground level. Therefore, no coordination with Kentucky Energy and Environment Cabinet was conducted. No impacts of hazardous materials are anticipated.

Permits

A US Army Corps of Engineers (USACE) Section 408 levee permit and Louisville MSD Flood Protection System Modification permit are in the process of being obtained due to performing work on the levee on the Kentucky side of the project. The Louisville MSD Flood Protection System Modification permit will provide temporary permission to access and temporarily alter the levee for construction activities.

Although impacts will occur within the floodplain on the Kentucky side of the project, correspondence was received from KY DOW indicating that the proposed construction activities are exempt from the KY DOW floodplain permit. This email correspondence is included in Appendix B, pages B-16 to B-17.

A KY DOW Section 401 general permit has been obtained and a USACE Section 404 Water Quality Certification is in the process of being obtained for the temporary impacts to regulated wetlands on the Kentucky side of the project.

There will be earth disturbance, greater than 1 acre, associated with the MOT and staging within the I-264 and I-64 interchange ramps. A National Pollutant Discharge Elimination System (NPDES) General Permit was approved via the Kentucky KYR10 permit process. Permit coverage extends from July 23, 2021 through July 23, 2023. An extension of permit coverage will be requested prior to expiration due to construction activities planned to extend through September 2023. In addition, a Louisville MSD local site disturbance permit is in the process of being obtained for the disturbed areas on the levee that extend beyond the KYTC ROW.

An Indiana Department of Natural Resources (IDNR) Construction in a Floodway (CIF) permit is in the process of being obtained for temporary impacts beneath the Indiana approach bridges.

A USACE Section 408 levee permit is in the process of being obtained due to performing work within 50 ft. of the levee on the Indiana side of the project.

Earth disturbance for the project will result in more than one (1) acre of disturbance; therefore, an Indiana Department of Environmental Management (IDEM) Rule 5 Notice of Intent is in the process of being obtained for the project.

Additional Firm Environmental Commitments:

1. In the event tree clearing or trimming becomes necessary, coordination shall occur with all appropriate agencies prior to initiating any activities. (KYTC and INDOT).
2. A revised Cultural Historic Report that addresses the issues outlined by KY-SHPO in email communication to KYTC on July 27, 2021 shall be provided to KY-SHPO no later than January 27, 2022. The revised report will be drafted by Metric Environmental on behalf of Kokosing Construction Company and submitted by KYTC to KY-SHPO.
3. Survey forms for all historical resources within the revised APE shall be submitted and accepted by the KY-SHPO no later than July 27, 2022. Submittal of the survey forms shall be coordinated with KY-SHPO prior to submittal and shall follow the guidelines discussed in email communication to KYTC on July 27, 2021. This will be the responsibility of KYTC.
4. Any damages incurred by construction vehicles to the NRHP-eligible Northwestern Parkway shall be repaired prior to project completion and shall be the responsibility of Kokosing Construction Company.
5. The NRHP-eligible Louisville Floodwall levee is to be used for temporary vehicle access throughout construction. No more than one foot of topsoil is to be removed from the levee to facilitate construction operations. All area of removed matter shall be returned to the state in which it was found prior to project completion, conforming to pre-existing dimensions including height,

width, and slope of the levee. This shall be the responsibility of Kokosing Construction Company and shall be confirmed by KY-SHPO prior to project completion.

CONCLUSIONS:
Adding the temporary access road in Kentucky and the staging areas and ITS in Indiana to this project has no effect. Adding the staging area beneath the Kentucky approach bridges will temporarily impact approximately 0.32 acre of wetland 10 and 0.16 acre of wetland 11. No additional impacts are expected during construction of this project.

All other proposed improvements identified in the approved CE document, dated October 7, 2020, remain unchanged. Therefore, supplemental review of environmental resources has been completed.

Name and organization of AI Preparer: Susan Castle, Metric Environmental, LLC

Approval

Brandon Miller Digitally signed by Brandon Miller Date: 2021.09.07 13:51:34 -04'00'
INDOT ESD Signature — Date: 9/7/2021

Erica Tait Digitally signed by Erica Tait Date: 2021.09.08 13:55:27 -04'00'
INDIANA FHWA Signature — Date: 9/8/2021

David Harmon
KYTC DEA Signature — Date: 9/7/2021

Note to File

Date	April 27, 2023
To	Mr. Andrew Passmore (INDOT), Ms. Erica Tait (FHWA), and Mr. Dave Harmon (KYTC)
From	Susan Castle, Senior Project Manager
Subject	INDOT Lead Des. No. 1702255, Additional Des. Nos. 1702260, 1702254, 1592187, 1702257, 170225 8, 1702259, 1701215, & 1900579 Kentucky Transportation Cabinet (KYTC) Item ID 5-10027

On October 7, 2020, the Federal Highway Administration (FHWA) approved a Categorical Exclusion (CE) Level 4 Document for the proposed Bridge, Associated Approaches, and Road Improvements located on West 5th Street, West Spring Street, and West Elm Street near the I-64 ramps, I-64 and US 150 Sherman Minton Bridge crossing the Ohio River in New Albany, Floyd County, Indiana and in Louisville, Jefferson County, Kentucky, extending from the I-64 / I-264 interchange in Louisville, Kentucky, 3.5 miles to the northwest, to the I-64 / I-265 interchange in New Albany, Indiana. Supplementally, an Additional Information (AI) Document was developed and approved on September 30, 2021 to provide the contractor related details prior to initiation of construction of the project.

The approved CE-4 and AI Documents outlined the preferred alternative for Maintenance of Traffic (MOT) as outlined below:

- One (1) Eastbound (EB) and one (1) Westbound (WB) lane will be closed throughout construction.
- Open travel lanes will shift location on the Sherman Minton Bridge during construction.
- Two (2) EB and (2) WB lanes and associated access ramps will remain open for cross-river traffic and existing access ramps will remain open except for the following allowances:
    - 180 nights per calendar year during which two (2) EB and two (2) WB lanes and associated access ramps will be closed each night approximately from 9 pm to 4 am and 10 pm to 5 am, respectively. Cross-river traffic will be maintained with one (1) EB and one (1) WB travel lane open and a temporary crossover lane in Kentucky for I-64 WB to merge with I-264.
    - Short-term closure of the Sherman Minton Bridge will be allowed for one (1) nine (9) consecutive day period and up to three (3) weekend closures per direction during each calendar year; excluding holidays and community events as outlined in the approved CE-4. During the short-term bridge closure, all I-64 (US 150) cross-river traffic will be diverted to the approved detour routes.

Since the CE-4 and AI were approved and construction has commenced numerous schedule delays have occurred for various reasons that have greatly impacted the construction schedule.

The project team is evaluating all means of schedule recovery, which includes this memorandum outlining a minor change in the approved Traffic Management Plan (TMP). As outlined above, the current TMP allows for one (1) nine (9) consecutive day closure per direction during each calendar year. The project team has proposed to split their 9-day WB closure around the Memorial Day Holiday weekend (May 27, 2023 – May 29, 2023) to facilitate the upcoming change in the traffic pattern, while avoiding impact to public travel during the holiday weekend. This proposed change would involve closure of all WB traffic from May 23, 2023 at 5 am through May 26, 2023 at 5 am at which time traffic will be reopened over the holiday weekend. The team then proposes to resume the 9-day WB closure on May 30, 2023 at 8 pm through June 5, 2023 at 8 pm.

The reason for this proposed change is to facilitate the current schedule while not losing out on the full 9-day closure opportunity due to large scope elements needing to occur close to a major holiday. The project is approaching the transition from Phase 2 to Phase 3 of Traffic Management, which involves a major shift in the traffic pattern that requires reconstruction of the temporary crossover ramps. The crossover currently facilitates the EB contraflow traffic lane on the upper deck which will be altered to facilitate the WB contraflow traffic lane to the lower deck for the next two construction phases of the project. In addition to reconstruction of the crossover, additional work will include shifting of the barrier wall, restriping of the WB lanes and adjustment of the overhead signs. Additionally, the project team will be able to begin demolition work for phase 3 that includes removal of the guardrail, deck saw cutting, and concrete deck slab removal.

All other proposed improvements and commitments in the approved CE-4 document, approved October 7, 2020 and the AI approved on September 30, 2021, remain unchanged. No further environmental investigations are anticipated to be required.

Metric Environmental, LLC

Susan K. Castle

Susan K. Castle
Senior Project Manager

Enclosures: Appendix A - CE-4 approved October 7, 2020
Appendix B - AI Document approved September 30, 2021
Appendix C - Maintenance of Traffic References