

I-69 OHIO RIVER CROSSING

Keeping the NEPA Process on Track When Your Project Has...Everything

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PROJECT OVERVIEW





How We Got Here

- 2004: Draft Environmental Impact Statement
 - Preferred Alternative
 - Not financially feasible – Project Suspended in 2005
- 2014: KYTC Feasibility Study – Identified an additional corridor
- 2016: Governors agreed to re-start project – tolling would be part of funding solution
- January 2017: I-69 ORX Project initiated
- Summer 2017: Screened Corridors to 3 based on engineering and environmental factors
- December 2018: Published DEIS identifying preferred alternatives



The NEPA process for I-69 ORX

- More than just a two state project
 - INDOT and KYTC teams
 - Two FHWA divisions plus several federal agencies
 - Two communities tied together by a current single crossing
 - Many opportunities for public involvement to get local communities, local businesses, and public officials input during the NEPA process

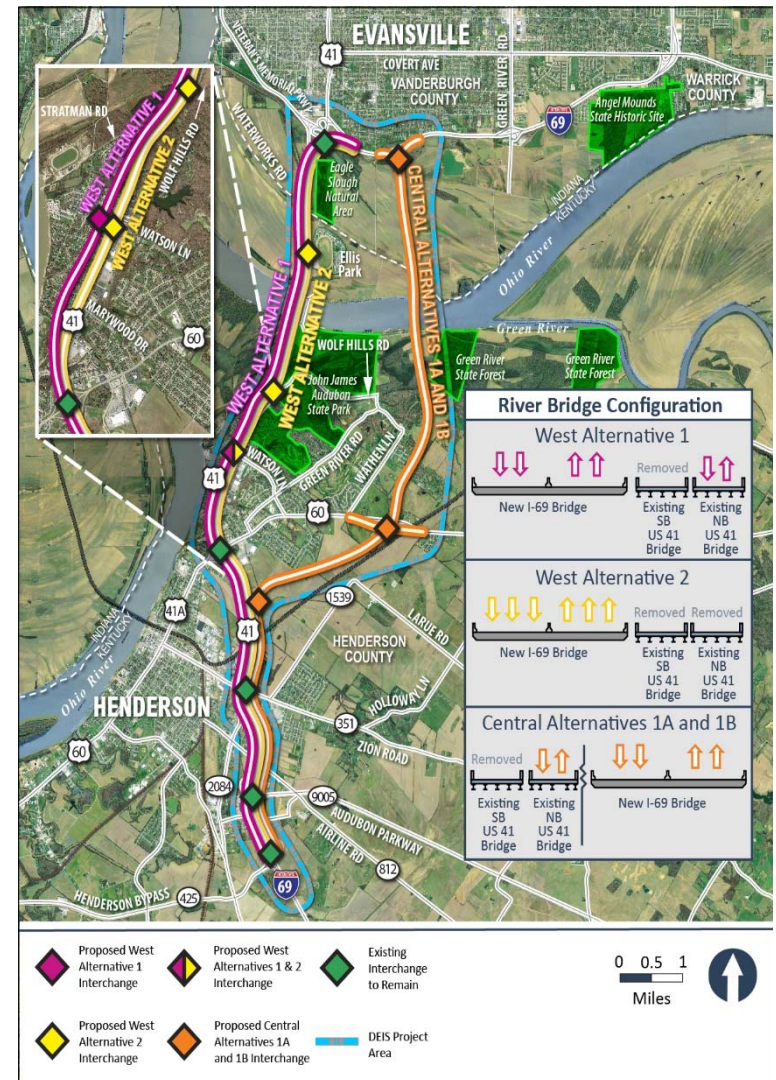


Project Goals

- Provide cross-river system linkage and connectivity between I-69 in Indiana and I-69 in Kentucky that is compatible with the National I-69 corridor
- Develop a solution to address long-term cross-river mobility
- Create a cross-river connection that reduces traffic congestion and delay
- Improve safety for cross-river traffic

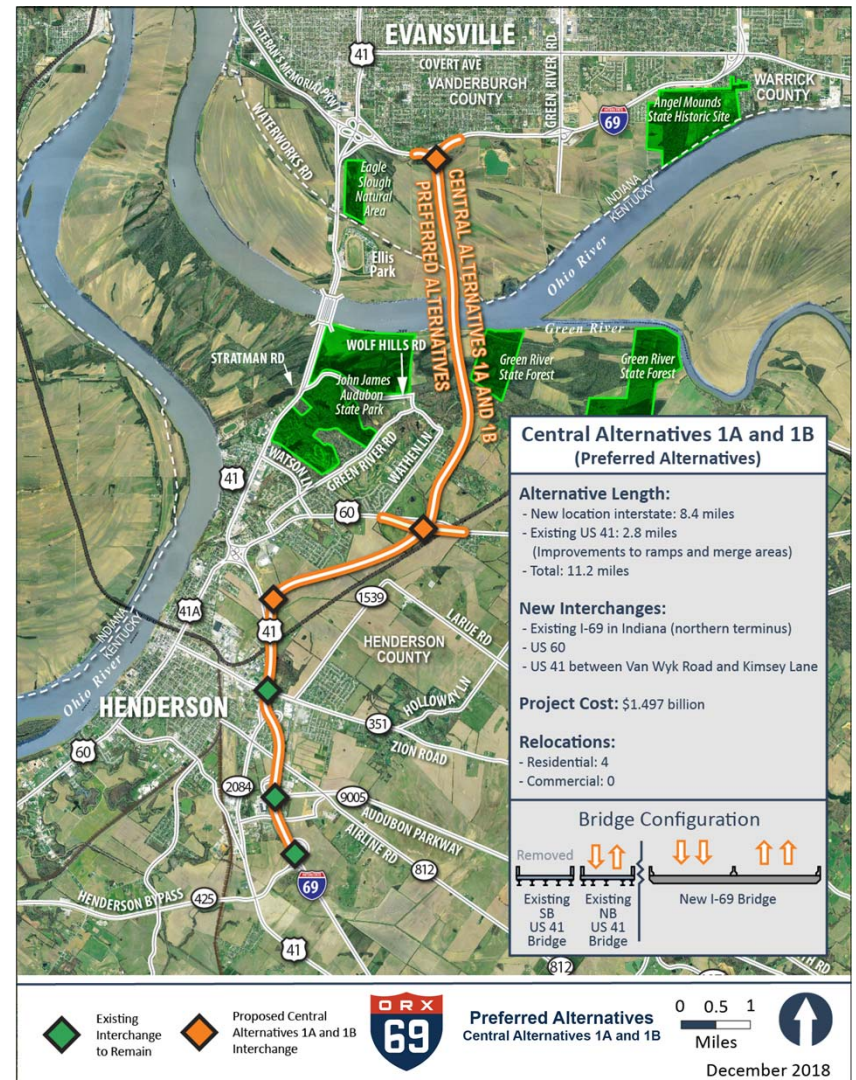
Existing Bridges

- Existing Bridges
 - Northbound: 1932
 - Southbound 1965
 - Each carries 2 lanes
 - Each is eligible for the National Register
- Region only needs 6 lanes of cross-river capacity
- DEIS Alternatives proposed keeping either 1 or 0 existing bridges
- Removing an aging US 41 bridge from service = \$145 million saved



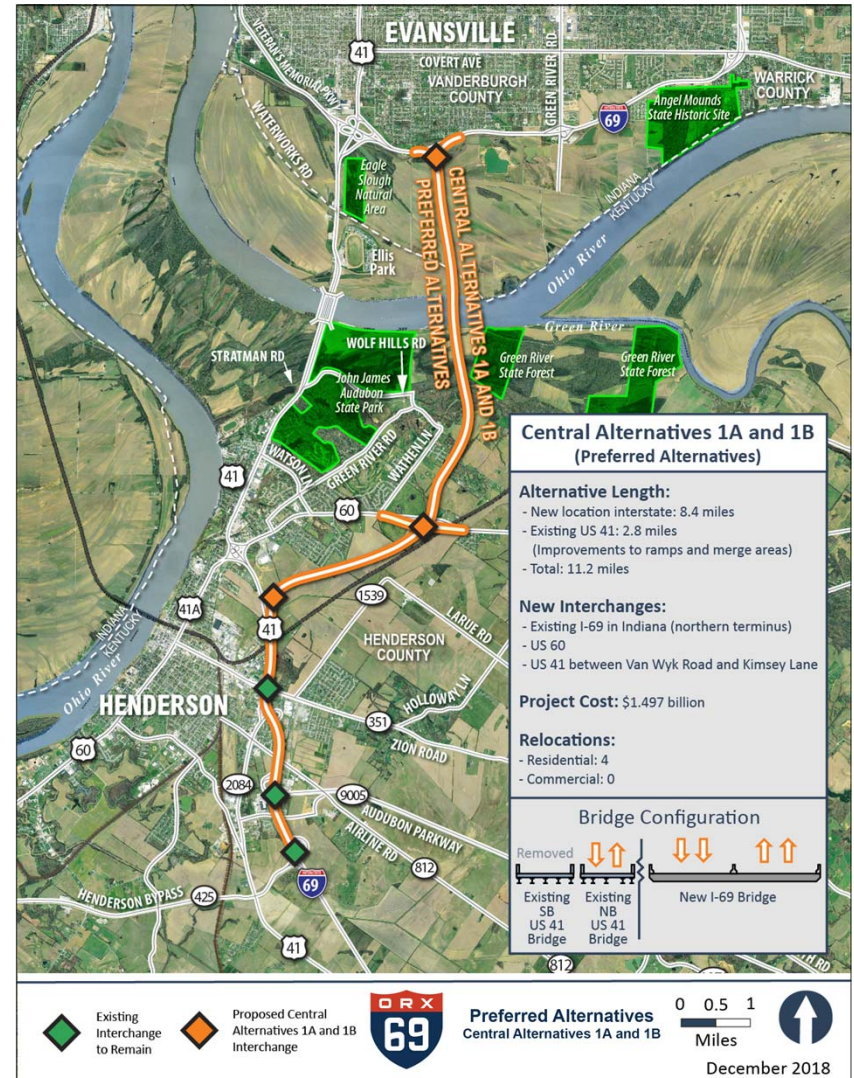
Preferred Alternatives: Central 1A and 1B

- Build a 4-lane I-69 bridge
- US 41 northbound retained for two-way, local traffic
- 11.2 miles of interstate (8.4 miles of new roadway)
- Three new interchanges
- Improvements to three existing interchanges
- Maintain local access roads



Preferred Alternatives: Central 1A and 1B

- Route, bridge location and lane configuration are identical
- Tolling options are the only difference between the two
- Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge
- Central Alternative 1B would toll only the I-69 bridge




"IF YOU FAIL TO PLAN,
YOU ARE PLANNING TO FAIL."

- BENJAMIN FRANKLIN





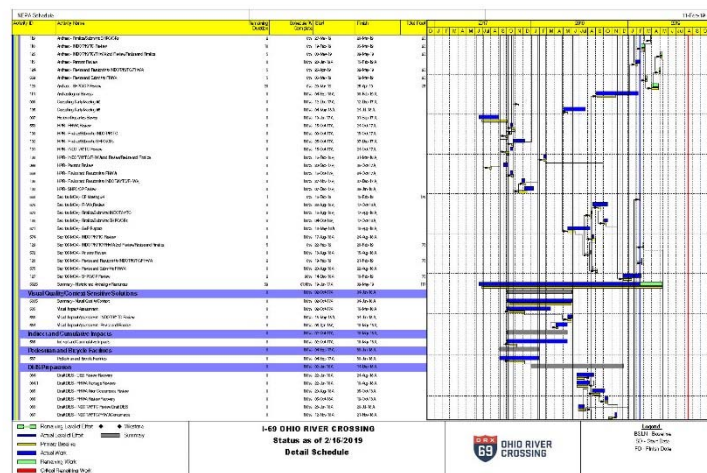
Is this a New Project?

- 2001 Notice of Intent
- 2004 DEIS
- 2005 Project Suspended (No Record of Decision)
- 2017 Project Restarted  12-year gap
- 23 U.S.C. 102(b): No ROD → repayment of Federal funds
 - *Revised* Notice of Intent

Getting Started on the Right Foot

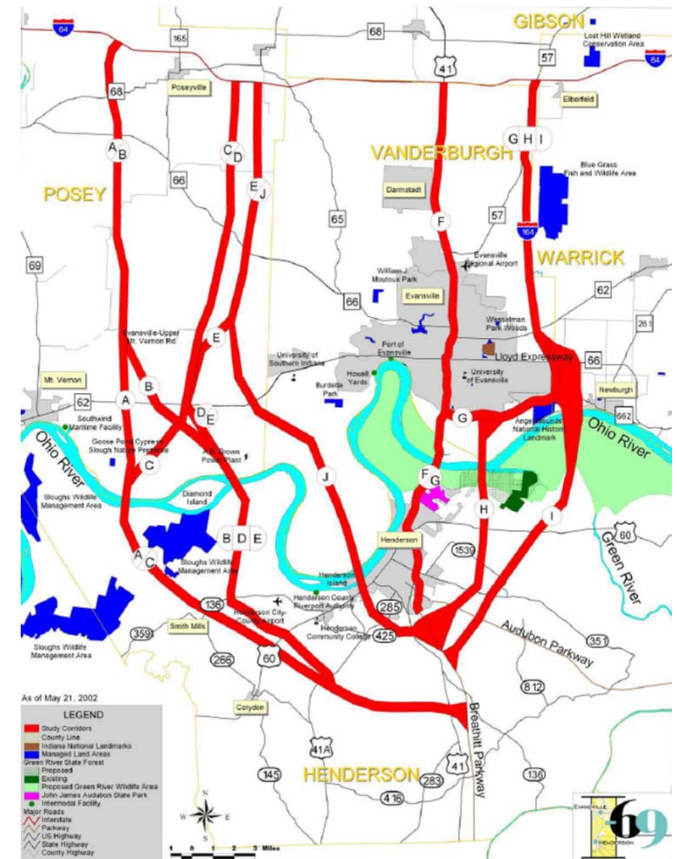
- FHWA Project of Division Interest (PODI)
 - Early Coordination with FHWA – including HQ
 - EJ process
 - Administrative Record
- NEPA Strategic Planning Workshop
- Detailed Project Schedule
 - Full P6 schedule – reviewed by everyone
 - Buy-in and Accountability
 - 23 months from NTP to DEIS

Project Schedule – Page 4 of 8



Maximizing Value of Previous Studies

- TEA-21 allows for use of previous studies
- Alternatives Development
 - 2004 DEIS
 - KYTC SIU#4 Feasibility Study
- Review of Previous Environmental Studies





Two States – Two sets of rules

- Two FHWA Divisions
- State Law/Agencies
- Federal Agency Regions – USEPA, USFWS
- State DOT Procedures/Policies

Practice, Policy, or Law?

- Methodology Memos
 - Regulations
 - Agencies involved
 - Recommendations
 - IAC Coordination



Internal Coordination

- Progress Meetings
- Legal Advisor Meetings
- FHWA Meetings
- Environmental Team Meetings
- Design Team Meetings
- SharePoint
- Review Workflows

GETTING TO THE "D"



Ohio River Navigation

- Early outreach to USCG
- Seaman's Church Institute
- Two approved span arrangements → Bridge Type flexibility

JOHN T. MYERS LOCK AND DAM

| VESSEL TYPE | NUMBER OF VESSELS (2016) |
|------------------------|--------------------------|
| Commercial Vessels | 4,351 |
| Barges | 40,599 |
| Non-Commercial Vessels | 65 |
| Recreational Vessels | 1,653 |

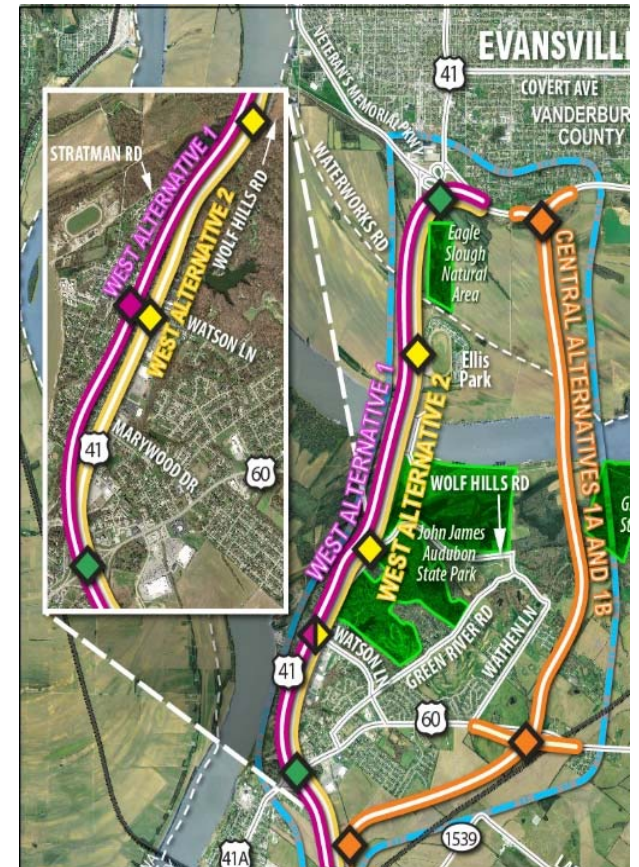




Selecting a Corridor: Business Impacts vs. Bypass

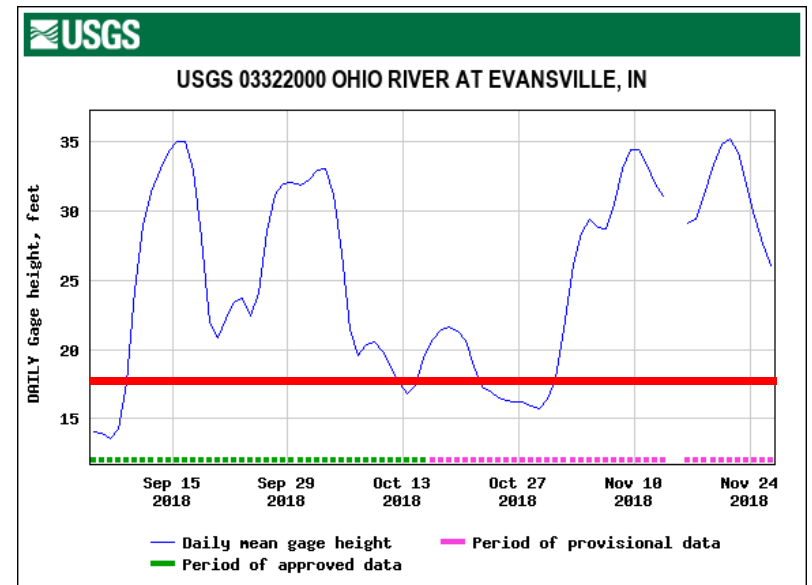
- Coordination with business community
- Interchange modification

| | West Alternative 1 | West Alternative 2 | Central Alternative 1 |
|------------|--------------------|--------------------|-----------------------|
| Residences | 242 | 96 | 4 |
| Businesses | 27 | 64 | 0 |



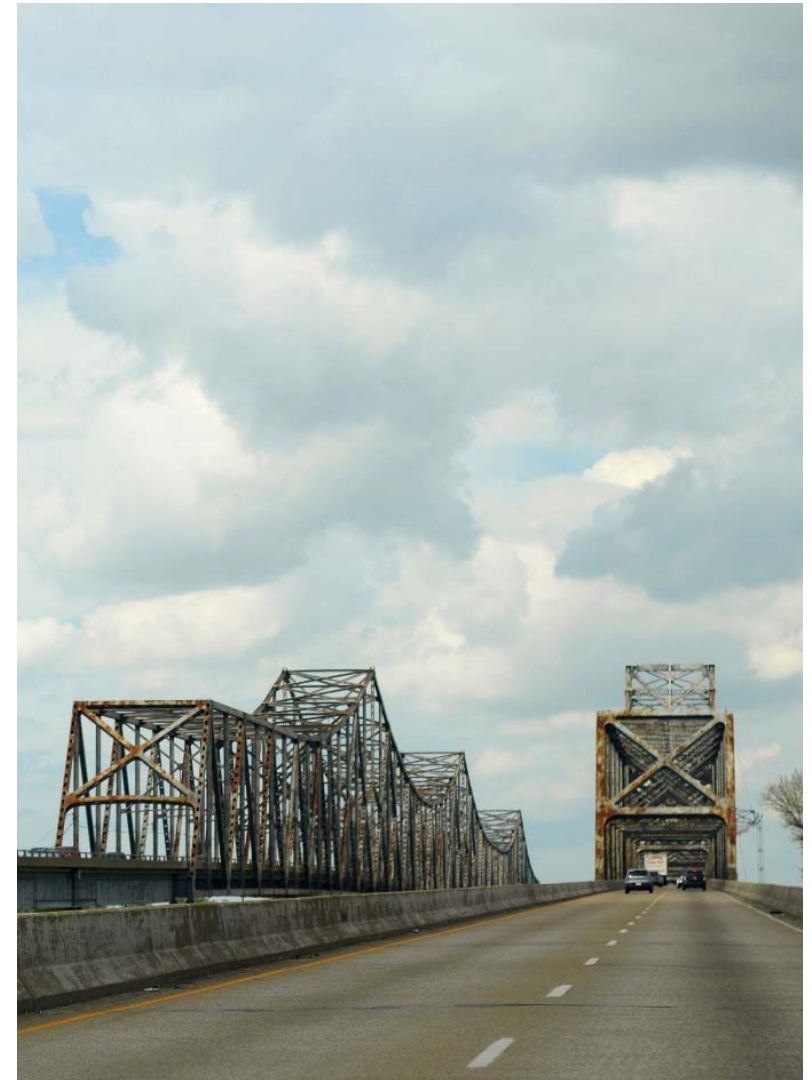
Threatened and Endangered Species

- Bats
 - Known maternity roosting area
 - Survey of bridges
- Mussels
 - Recorded in Ohio River and Green River
 - Rain, Rain, Go Away!



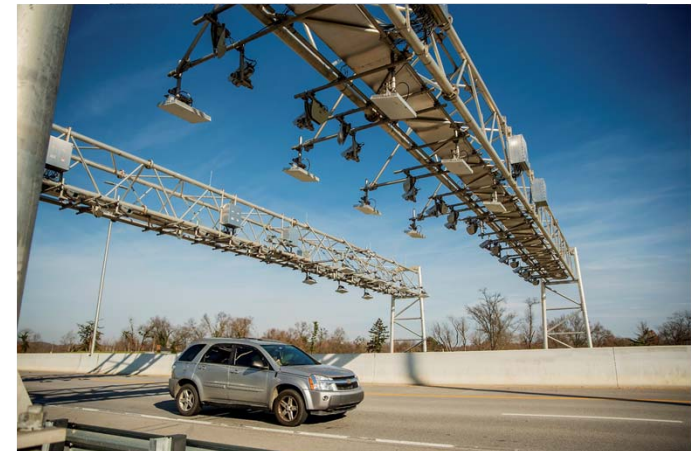
Retaining Northbound US 41 Bridge

- US 41 northbound being retained because of historic significance
- NB bridge opened in 1932; has historic significance because of how it was constructed and funded
- SB bridge opened in 1965; is only historic when paired with NB bridge
- Similar costs to rehabilitate and maintain either bridge



Tolling

- Tolling I-69 bridge accepted early in process
- Tolling Education
 - All electronic tolling
- Toll Rates – ***We don't know yet.***
- Tolling the Existing Bridge Too – ***You want to do what?!?!***






Environmental Justice

- Early Coordination with FHWA – Carolyn Nelson
 - Outreach Plan
 - Qualitative/Quantitative Analysis Plan (Margaret Moore)
- Outreach
 - EJ Subcommittee
 - Community Conversations
 - Speakers Bureau
 - Constantly talking about tolling and mitigation

Funding and Financing

- Education
 - Funding Sources
 - Declining Gas Tax Revenues and Effect of Inflation
 - “We have a math problem”

|  | Expected Toll Revenue Estimated net toll revenue over 35 years <i>(Year of collection dollars)</i> | Financing Capacity Financing capacity toward project development and construction costs | Funding Gap Must be filled by States' traditional funding sources or grants |
|--|--|---|---|
| Central Alternative 1A | \$2.6 billion | = \$500 million <i>40% of Upfront Capital Costs</i> | \$750 million |
| Central Alternative 1B | \$1.2 billion | = \$250 million <i>20% of Upfront Capital Costs</i> | \$1 billion |



Reader Friendly EIS

- Oxymoron?
- Achieving a “single voice”
 - Style Guide
- Length

- CEQ regulations:

The text of final environmental impact statements (e.g., paragraphs (d) through (g) of § 1502.10) shall normally be less than 150 pages and for proposals of unusual scope or complexity shall normally be less than 300 pages.

- I-69 ORX DEIS: 335 pages (so close!)
- Balancing legal sufficiency with readability
- Tech Reports: ~7,000 pages



Finish Line in Sight?

- Archaeology Surveys
- Section 7 Coordination with USFWS
- Waters of the U.S. Jurisdictional Determination
- **Tolling Decision**
- Final Environmental Impact Statement
- Record of Decision



OHIO RIVER
CROSSING

THANK YOU