Appendix A: Environmental Overview

Environmental Overview

I-65 Bridges
From I-264 to Kennedy Interchange
Jefferson County, Kentucky

Prepared for:

Kentucky Transportation Cabinet
District 5

KENTUCKY TRANSPORTATION CABINET

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1.0 Executive Summary

This study examines the conditions, prioritizes, and develops conceptual strategies for repair or replacement of 28 Interstate 65 (I-65) bridges from the Watterson Expressway (I-264) to the rebuilt Kennedy Interchange in Louisville, Kentucky (Figures 1 and 2). The repairs or replacement will not add lanes or capacity for any of the bridge locations.

Special focus is on three priority bridges: 179N over CSX Railroad, Burnett Avenue, and Hill Street; 183N over Brook Street and Kentucky Street; and 191N over Jacob Street, Broadway Street, and Gray Street. Replacement schemes are also being developed for bridges 183N and 179N due to their poor condition.

The bridge repair projects will have minimal environmental impacts because all construction will occur within existing right of way. There will be no effects to historic properties, air quality, noise receptors, archaeological sites, ecological resources, etc. Socioeconomic impacts may occur due to temporary disruptions during construction to commuters, local residences, businesses, and the homeless population who seek shelter beneath several of the area bridges.

With the availability of detour routes (I-264 and I-265) around Louisville, the impacts to commuters and businesses is expected to be minimal. However, the homeless populations that reside under several of the bridges will be temporarily displaced by construction activities. Several site visits were made and homeless populations were observed at one or more of the priority bridges. In addition, individuals were observed at five other bridge locations scattered throughout the corridor. The number of homeless people under those structures varied from several to a dozen or more. Visits were made during the morning daylight hours and it can be expected that those numbers likely increase during the evening hours. The number of homeless people observed at various locations ranged from several to more than 20 with most having set up encampments.

During assessment of this issue, local leaders and advocate groups such as the Coalition for the Homeless and Wayside Christian Mission were engaged to understand how to minimize adverse impacts to the homeless during construction activities. Louisville Metro expressed a strong preference and willingness to take the lead in coordinating and managing any homeless displacement required for construction. They have procedures in place that are consistently implemented in the Metro area under circumstances such as these. This process involves providing 21-day advance notice to those individuals affected and providing information regarding available opportunities for shelter. Louisville Metro has a network of organizations that provide assistance to this population and are recognized by those in need. Outreach efforts through Louisville

Metro's Chief Resilience Officer, Eric Friedlander, and Police Lieutenant Ron Heady of Louisville Metro's Office of Resiliency, has proven effective. Through these efforts, volunteers are able to identify persons who more have recently become homeless and ensure that they are aware of options and services available to them. Local charity organizations keep a list of those in homeless camps so they can make them aware when opportunities for shelter or housing become available. It was strongly encouraged that personal communication with those affected be through these established channels to maximize effectiveness and for the safety of all involved. Their experience on prior projects where homeless displacement was required has yielded success stories and lessons learned.

2.0 Project Information

2.1 Project Description

This study examines the conditions, prioritizes, and develops conceptual strategies for repair or replacement of 28 I-65 bridges from the Watterson Expressway (I-264) to the rebuilt Kennedy Interchange in Louisville, Kentucky.

Special focus is on three priority bridges: 179N over CSX Railroad, Burnett Avenue, and Hill Street; 183N over Brook Street and Kentucky Street; and 191N over Jacob Street, Broadway Street, and Gray Street. Replacement schemes are also developed for bridges 183N and 179N due to their poor condition.

This environmental overview will focus on potential socioeconomic impacts, particularly impacts to Environmental Justice communities, review of adjacent projects for synergistic construction possibilities to help keep lane closure impacts to a minimum for commuters, preliminary traffic impact analyses, and a framework communication plan for construction activities.

2.2 Purpose and Need Statement

The purpose of the project is to identify strategies for improvements to 28 bridges on Interstate 65 between Phillips Lane (north of the Watterson Expressway (I-264)) and the rebuilt Kennedy Interchange in Louisville.

This project is needed to maintain safe and efficient travel through the I-65 corridor. Bridge inspections show declining conditions for most of the bridges in the study over time. Two bridges have sufficiency ratings less than 50 and an overall condition rating of Poor: 179N over CSX Railroad, Burnett Avenue, and Hill Street, and 183N over Brook Street and Kentucky Street (**See Table 1**).

Table 1. Bridges Identified for Repair or Rehabilitation

Bridge ID	Route Under	Sufficiency Rating	NBI Ratings			Bridge Condition
			Deck	Super-structure	Sub-structure	
209N	PHILLIPS LN	75.9	5	5	5	Fair
210N	MANNING RD	73	5	5	5	Fair
211N	E ENT TO FAIRGROUNDS	81.4	5	5	5	Fair
212N	BRADLEY AVE, N ENT FRGRND	82	5	5	5	Fair
213N	CRITTENDEN DR (KY 1631)	94	6	6	6	Fair
205N	NORFOLK SOUTHERN RR	72	5	5	5	Fair
180N	EASTERN PKWY	84	5	6	5	Fair
181N	WARNOCK ST	82	5	6	5	Fair
182N	BRANDEIS AVE	74.7	5	5	5	Fair
179N	CSX RR, BURNETT, HILL ST	49	5	4	3	Poor
208N	PRESTON RAMP TO 65 SB	66	5	5	6	Fair
207N	S PRESTON ST ON RAMP	80	5	6	6	Fair
206N	WOODBINE ST	70	6	6	5	Fair
187N	E ORMSBY AVE	80.2	5	6	6	Fair
186N	OAK ST	69	5	6	5	Fair
185N	FLOYD ST	81.6	5	6	6	Fair
184N	ST CATHERINE ST	82	5	7	5	Fair
183N	S BROOK, E KENTUCKY ST	46.7	5	4	4	Poor
190N	CALDWELL ST	86.8	6	6	6	Fair
189N	E BRECKINRIDGE ST	67.2	6	5	6	Fair
188N	COLLEGE ST	80.1	6	6	6	Fair
191N	JACOB, BROADWAY, GRAY ST	73.9	6	5	5	Fair
192N	CHESTNUT ST	77.1	6	5	5	Fair
193N	BROOK ST, MUHAMMAD ALI	76	5	5	5	Fair
194N	MUHAMMAD ALI	96	7	7	6	Fair
196N	FLOYD ST	75.7	5	6	5	Fair
195R	FLOYD ST	96.9	7	7	6	Fair
197R	LIBERTY ST	96	5	6	6	Fair

Sufficiency rating is a numerical value (0 for the worst and 100 for the best) that gives an indication of a bridge's eligibility for rehabilitation or replacement and is based on structural adequacy, safety, serviceability, function obsolescence, and essentiality for public use.

National Bridge Inventory (NBI) condition rating (0 for worst and 9 for best) reports the condition of a bridge component as an evaluation of its current physical state compared to what it was on the day it was built.

Good = Bridge has all three NBI condition ratings for deck, super and sub of 7 or higher.

Poor = Bridge has at least one NBI condition rating for deck, super or sub of 4 or lower.

Fair = all other bridges.

According to the KYTC's 2018 Transportation Asset Management Plan (TAMP), most decisions regarding maintenance, repair, and rehabilitation are made by districts based on engineering judgment, knowledge of the inventory, and experiences with recurring issues. KYTC's Central Office makes the decision to replace bridges. This decision is based on district recommendations, and the Sufficiency Rating (SR) of the bridge. To use federal funds for bridge replacements, the SR must be 50.0 or less.

The TAMP report recommends: maintenance of bridges in Fair and Good condition; rehabilitation of bridges in Fair condition; and major rehabilitation or replacements of bridges in Poor condition. Two study bridges are rated Poor, and 26 are rated Fair.

2.3 Study Corridor

Beginning at the I-264 interchange and continuing north to the rebuilt Kennedy Interchange, the study corridor is in an urban area with housing, commercial and industrial businesses, the Kentucky Exposition Center, hotels, medical facilities, gas stations, historic structures, and automotive repair shops. Many of these facilities are located adjacent to transportation right-of-way throughout the corridor.

The CSX Railroad travels under the I-65 corridor in various places and has storage areas for items that the Railroad distributes during routes; some of these storage areas are near the sites of the bridge locations. None of these structures/facilities are expected to be impacted or to impact the repair and/or replacements of the bridges in the area. All repair is to occur on the bridges and not outside of the KYTC right of way **(see Figures 1 and 2)**.

Figure 1: Study Area – North

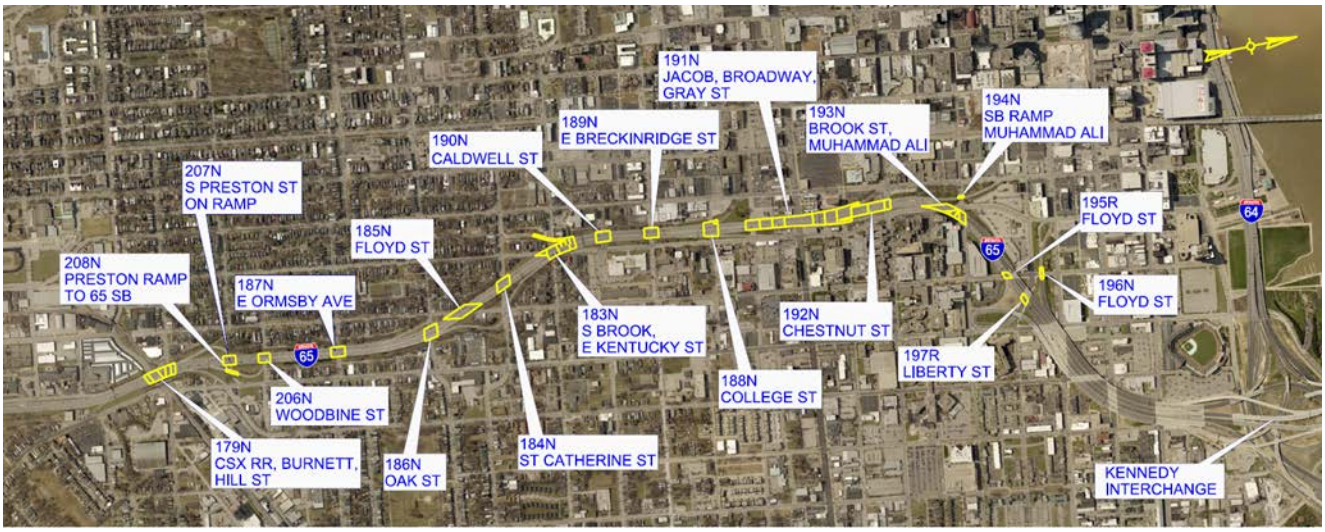
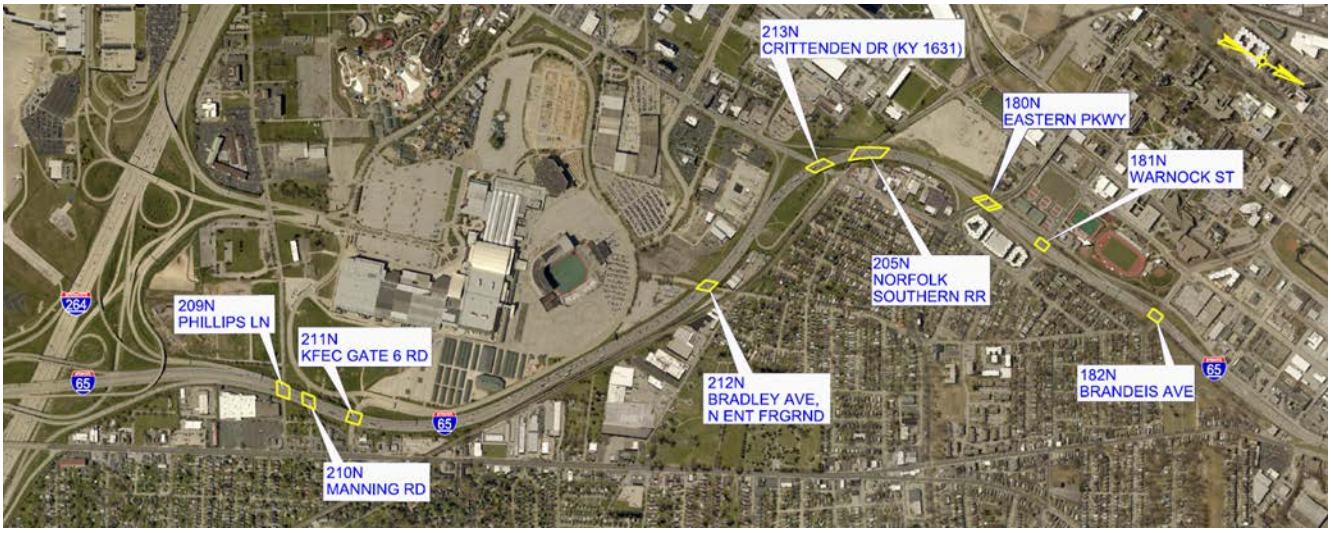


Figure 2: Study Area – South



3.0 Environmental Characteristics of the Study Area

An environmental overview identifies the existence of potential areas of concern regarding natural and human resources. Natural environmental resources include aquatic resources like streams, floodplains, and wetlands; land features such as the potential for karst topography and mineral deposits; and threatened, rare, and/or endangered species of plants and animals. Categories of human environmental concerns include socioeconomic characteristics; air quality; traffic noise; historical structures or artifacts; and locations of underground storage tanks (USTs), hazardous waste sites, and landfills.

The National Environmental Policy Act (NEPA) requires the consideration of impacts to environmental resources during project development. The discovery of environmental resources early in the project development process allows for the avoidance, minimization, and/or mitigation of potential impacts to those resources. The environmental information identified in this broad study area overview may not be adequate for individual project NEPA requirements.

3.1 Air Quality

Pursuant to the Clean Air Act, the United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six principal pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), inhalable particulate matter (PM10), fine particulate matter (PM2.5), ozone (O3), sulfur dioxide (SO2), and lead.

- No hotspot analysis will be required because the project does not add capacity; the proposed project is not likely to negatively affect regional CO concentrations.
- All areas of Kentucky are in attainment for NO2 and this project will not cause NO2 to exceed the NAAQS.
- Jefferson is in nonattainment for 8-hour ozone and partial nonattainment for sulfur dioxide. https://www3.epa.gov/airquality/greenbook/anayo_ky.html. The proposed project does not add capacity to the existing infrastructure; therefore, an air quality analysis will not be required.
- The proposed project is expected to have a low potential Mobile Source Air Toxics (MSAT) effect as it serves to improve operations of highway and freight without adding substantial new capacity. In future phases of project development, a qualitative assessment of emissions projections should be conducted to compare, in narrative form, the expected effect of the project on traffic volumes, vehicle mix, or routing of traffic, and the associated changes in MSATs for the project, based on vehicle miles traveled, vehicle mix, and speed.

3.2 Noise

To determine if highway noise levels are compatible with various land uses, the Federal Highway Administration (FHWA) has developed noise abatement criteria (NAC) and procedures to be used in the planning and design of highways. These abatement criteria and procedures are in accordance with the KYTC *Noise Analysis and Abatement Policy* effective July 1, 2015 and with Title 23 Code of Federal

Regulations (CFR), Part 772, U.S. Department of Transportation, FHWA, Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise.

The proposed project would not require a noise study because the repairs do not add additional capacity to the Interstate system; therefore, the bridge projects would be exempt from further noise analysis.

3.3 Ecological Resources

3.3.1 Aquatic Resources

There are no aquatic resources located within the project area; therefore, there will be no impacts to aquatic resources due to this project.

3.3.1.1 Floodplains

Floodplain information was obtained from the Federal Emergency Management Agency's (FEMA) FIRMette digital flood data, as appended by the state of Kentucky. This study area is located on Flood Insurance Rate Maps (FIRM) 21111C0058E, 2111C0057E, 21111C0041E, and 21111C0025E. There are no flooding hazards in the study area. The study area is within the Ohio River HUC 14 05140101260010 and South Fork Beargrass Creek HUC14 05140101250020. The Ohio River watershed is comprised of 28.40 square miles and the South Fork Beargrass Creek watershed is comprised of 26.14 square miles.

3.3.1.2 Waters and Wetlands

There are no known waters and wetlands within the corridor. The Ohio River is the nearest water body, located more than 0.5 miles from the nearest bridge on the north end of the study corridor.

3.3.1.3 Permits

Coordination with the USACE and KDOW will be necessary to ensure compliance with the Clean Water Act for placement of fill within waters of the United States (WOUS). Mitigation for unavoidable wetland impacts will be determined through the permitting process under Section 404, as administered by USACE, and Section 401 of the Clean Water Act, as administered by KDOW. However, it is anticipated that No 404/401 permits will be needed for these bridge projects.

3.3.1.4 Wild and Scenic Rivers

No Wild or Scenic Rivers are located within or adjacent to the study corridor.

3.3.2 Threatened and Endangered Species

The majority of the study area is comprised of urban development and transportation right of way. The Endangered Species Act of 1973 provides for the conservation of species and ecosystems. The term "endangered" is a classification provided to an animal or plant in danger of extinction within the foreseeable future throughout all or a significant portion of its range. The term "threatened" is a classification for animals or plants likely to become endangered within the foreseeable future throughout all or a significant portion of its range. The US Fish and Wildlife Service (USFWS) Information for Planning

and Consultation (IPaC) lists the following species as occurring or potentially occurring in the project area (**See Table 2**).

Table 2: USFWS IPaC Listed Species, Jefferson County, Kentucky

Common Name	Scientific Name	Legal Status
Mammals		
Indiana bat	*Myotis sodalist*	E
Northern long-eared bat	*Myotis septentrionalis*	T
Gray bat	*Myotis grisescens*	E
Plants		
Running buffalo clover	*Trifolium stoloniferum*	E
Mussels		
Clubshell	*Pleurobema clava*	E
Fanshell	*Cyprogenia stegaria*	E
Northern riffleshell	*Epioblasma torulosa ragiana*	E
Orangefoot pimpleback	*Plethobasus cooperianus*	E
Ring pink	*Obovaria retusa*	E
Purple cat's paw	*Epioblasma obliquata obliquata*	E
Sheepnose	*Plethobasus cyphyus*	E
Rough pigtoe	*Pleurobema plenum*	E
Rabbitsfoot	*Quadrula cylindrical cylindrical*	T
Spectaclecase	*Cumberlandia monodonta*	E

E = Endangered, T = Threatened, C = Candidate

Three mammals, the Indiana bat (endangered), the gray bat (endangered), and the northern long-eared bat (threatened), have the potential to be found in Jefferson County. The study area contains large and small trees that could be considered as potential Indiana and/or northern long-eared bat roosting/maternity habitat, particularly within residential neighborhoods. The gray bat habitat is exclusively restricted to caves throughout the year, with foraging occurring along streams. Forested landscapes along major stream corridors provide potential summer habitats for the Indiana bat and the northern long-eared bat, with hibernation in caves. Neither of these habitats were observed in the project area. No bat species were observed roosting under bridges at the time of the inspections.

One vascular plant species, running buffalo clover (endangered), requires specific habitat that is not commonly found in urban settings associated with these types of projects. Running buffalo clover habitat includes open areas with partial shade and periodic disturbances such as woodlots, mowed areas, and along streams and wildlife trails.

The ten listed mussel species are associated with the Ohio River, which is located over 0.5 miles from the project. This project will not impact any of these species. No critical habitat, trout streams/fish spawning areas, sensitive areas, management areas, or protected natural areas are known to occur near the study area.

3.3.3 Geological Features

Searches on state databases revealed no caves, mines, wells, or potential for karst within the study area. Formal coordination will need to occur with the appropriate agencies during project development.

3.4 Cultural Historic Resources

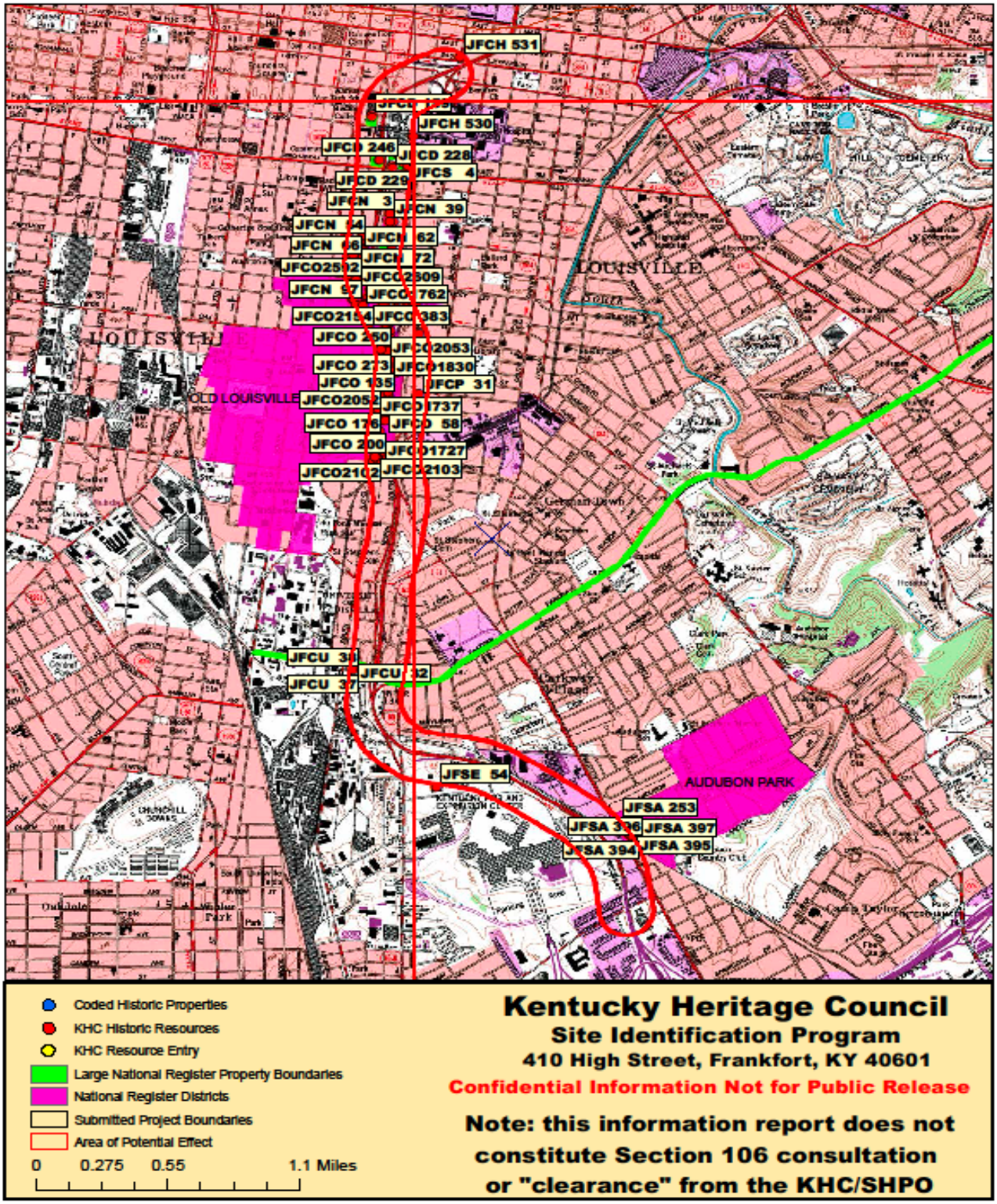
3.4.1 Historic Resources

The historic Area of Potential Effect (APE) identified in the project corridor covers a large geography with hundreds of older structures throughout central Louisville. The Kentucky Heritage Council (KHC) database research on February 13, 2019, yielded six historic districts (Old Louisville, District #1-NOL, N. Old Louisville\1S, Preston-Saint Catherine, First Street District, and Audubon Park) and 42 individual properties as listed on the National Register of Historic Places (NRHP) in the project corridor. The outlined repair project for the listed bridges will remain in existing right of way; therefore, there will be no adverse impacts to historic districts or any historic structures. In addition, none of the 28 bridges are on the NRHP. **Figure 3** identifies the NRHP-listed properties in the project corridor.

3.4.2 Archaeological Resources

No archaeological sites were identified by the reports on file at the Office of State Archaeology (OSA) or any other type of survey within the study area. The project area is located in a highly urbanized area and no known open ground areas are available for excavation. Neither an archival research nor field reconnaissance was conducted to identify prior archaeological surveys completed in the study area, or areas likely to contain archaeology sites. It is expected that none of the repairs will require any ground disturbance. Repairs will be limited to the decking and other above ground bridge components. If projects are advanced and federal funds are used, a Phase 1 archaeology study will be required prior to land disturbances.

Figure 3. Listed Historic Properties in the Project Corridor



3.5 Section 4(f)/Section 6(f) Resources

If federal funds are used for the project, Section 4(f) of the Department of Transportation (DOT) Act of 1966 will also apply to public recreational resources. Section 4(f) stipulates that the FHWA and other DOT agencies cannot approve the use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent alternative to the use of the land, and the action includes all possible planning to minimize harm to the property resulting from use. There are several historic districts and structures that would have Section 4(f) impacts if construction encroached or had adverse impacts to these sites; however, Section 4(f) resources will not be impacted by any of these bridge projects. In addition, there are no public recreational resources within or adjacent to the study area.

Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 requires all property acquired or developed with Land and Water Conservation Fund (LWCF) assistance be maintained in perpetuity for public outdoor recreation use. The LWCF database was searched and shows no resources or projects funded that are located near the project area.

3.6 Hazardous Material/Underground Storage Tank (UST)

There are several locations located near the projects that have hazardous materials; however, none of those locations are directly under any bridges. The areas identified as having environmental concerns have approximately 142 acres of hazardous topsoil. Most of the locations are located north of the project area. A December 14, 2017 Environmental Covenant from KYTC addresses the use and management of these areas as it is related to the Kennedy Interchange project.

Asbestos containing materials (ACMs) can be found in bridges. Prior to demolition, ACM samples will need to be taken to ensure proper procedures are in place. No gas stations or other petroleum-containing facilities were identified under any of the bridges. There were no burn or dump sites, nor any other hazardous waste sites immediately adjacent to the area of potential effect. Homeless populations live under several of the bridges and drug use is commonplace. Careful consideration needs to be made for the likelihood of used needles or other drug paraphernalia under the bridges. Human waste may also be present near homeless camp locations, creating a hazardous condition.

3.7 Socioeconomic Characteristics

Socioeconomic data for the state, Jefferson County, and Census Tract Block Groups within the study area were obtained to determine potential Environmental Justice issues. **Figure 4** and **Table 3** below show the location of Census Tract Block Groups from the *Census Bureau American Community Survey 2013-2017* and demographic statistics within the project area.

3.7.1 Minority Populations

The percentage of persons that are Minority in the United States (27.0%) is higher than that of the state of Kentucky (12.7%). The Minority population in Jefferson County (27.7%) is more than that of the state of Kentucky and of the United States. Nine of the 17 Block Groups have a higher Minority population than the county, state, and country. Four Block Groups have a lower Minority population than the county, state and country. Even though there are no residential relocations in the entire project corridor, minority levels among the homeless remains higher than other races.

3.7.2 Poverty Populations

The percentage of persons that live in poverty in the United States (14.6%) is lower than that of the state of Kentucky (18.3%). The poverty rate in Jefferson County (15.0%) is higher than that of the United States. Twelve of the 17 Block Groups have a higher poverty rate than the county, state, and country. Only three Block Groups had a lower poverty rate than the county, state, and country. The project area is highly urbanized in areas where many low income people reside and poverty rates are expected to be high.

3.7.3 Elderly Populations

The percentage of persons that are elderly in the United States (14.9%) is lower than that of the state of Kentucky (15.2%). The Elderly population in Jefferson County (14.9%) is lower than and equal to the state of Kentucky and the United States, respectively. Four of the 17 Block Groups have a higher Elderly population than the county, state, and country. Thirteen Block Groups have a lower Elderly population than the county, state, and country.

3.7.4 Disabled Populations

The percentage of persons that are disabled in the United States (12.6%) is lower than that of the state of Kentucky (17.3%). The Disabled population in Jefferson County (14.2%) is less than that of the state of Kentucky and higher than that of the United States. Ten of the 17 Block Groups have a higher Disabled population than the county, state, and country. Four Block Groups have a lower Disabled population than the county.

Figure 4: Census Tract Information

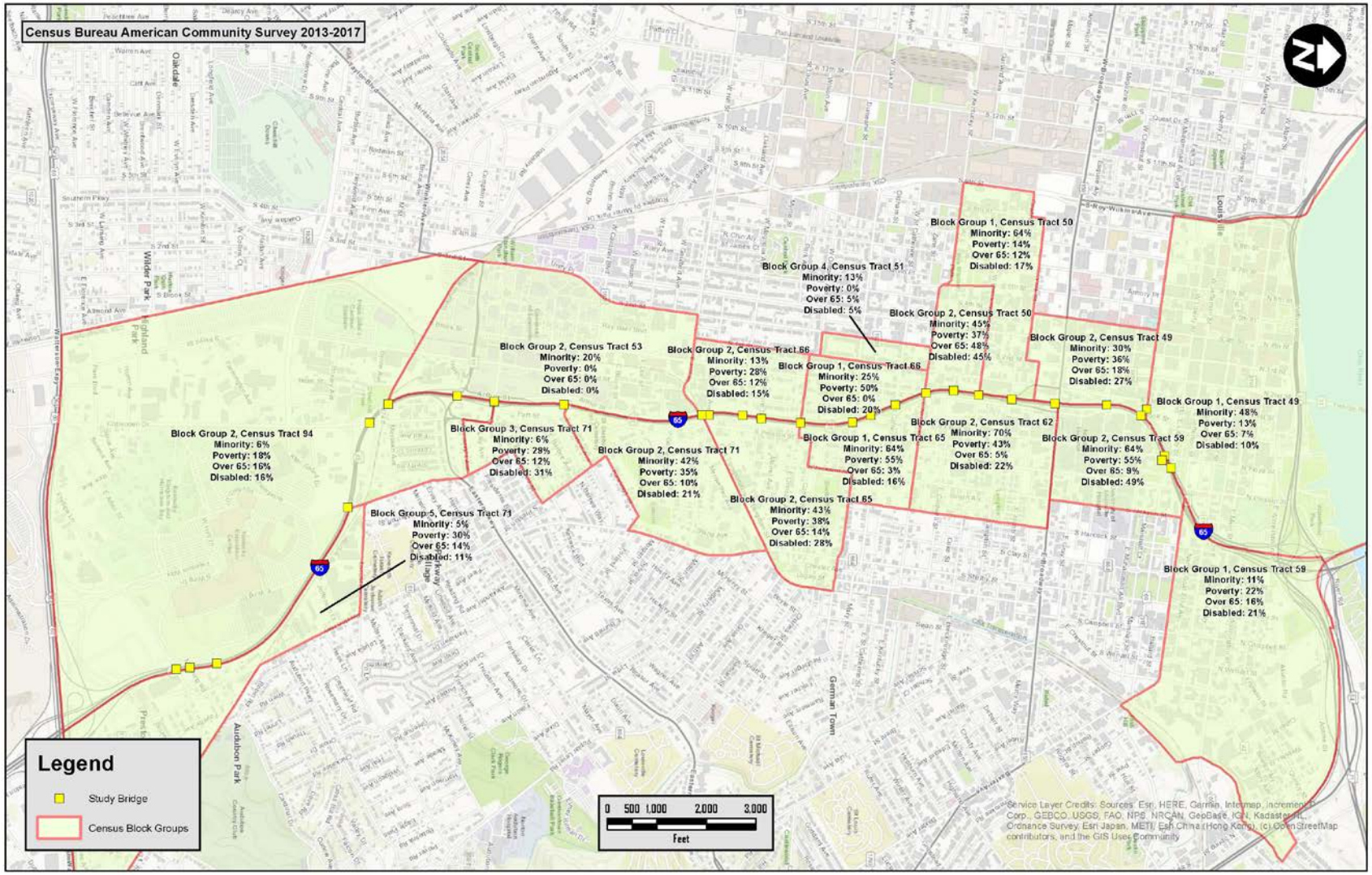


Table 3: Census Tract Block Groups within the Study Area

		Total Population	Minority	Poverty	65 and Over	Disabled
United States		321,004,407	27.0%	14.6%	14.9%	12.6%
Kentucky		4,424,376	12.7%	18.3%	15.2%	17.3%
Jefferson		764,378	27.7%	15.0%	14.9%	14.2%
Census Tract	Block Group	Total Population (B01003)	Minority (B02001)	Poverty (B17021)	65 and Over (B01001)	Disabled (C21007)
49	1	2696	48.0%	12.9%	6.8%	10.1%
49	2	763	29.8%	36.3%	17.8%	27.1%
50	1	930	64.0%	13.8%	11.9%	17.4%
50	2	1044	44.5%	37.5%	47.7%	45.5%
51	4	474	13.3%	0.0%	4.6%	4.6%
53	2	710	20.4%	0.0%	0.0%	0.0%
59	1	893	11.4%	22.2%	16.3%	21.3%
59	2	2048	63.8%	54.9%	9.5%	48.9%
62	2	1252	70.0%	43.3%	4.6%	21.8%
65	1	1418	64.0%	54.5%	2.9%	15.9%
65	2	955	42.6%	38.0%	13.8%	28.5%
66	1	722	24.9%	49.6%	0.0%	20.2%
66	2	1145	13.1%	28.2%	12.3%	14.9%
71	2	826	42.5%	34.9%	10.4%	20.8%
71	3	1020	5.7%	29.0%	11.9%	30.6%
71	5	676	5.2%	30.3%	13.8%	10.8%
94	2	1025	6.3%	18.0%	15.9%	15.9%
Census Bureau American Community Survey (ACS) 2013-2017						

3.7.6 Agriculture

The immediate study area is predominantly urban; therefore, the provisions of the Farmland Protection Policy Act (7 CFR 658) do not appear to apply to this project. There is no farmland within or adjacent to the study area due to the urban location and it is not expected that this project will result in any impacts to farmland in Jefferson County; further coordination with the Natural Resources Conservation Service (NRCS) is not required.

3.7.7 Environmental Justice

The purpose of Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," is to focus federal attention on the environmental and human health condition of minority and low-income communities, to promote non-discrimination in federal programs affecting human health and the environment, and to provide minority and low-income communities access to public information and an opportunity to participate in matters relating to the environment and human health.

Additionally, the KYTC works to identify potential populations of the Elderly, Disabled, Limited English Proficiency, and Limited Transportation Options that may be impacted in or near the affected community, should bridge improvements take place in the future.

Census tract information yielded consistent information regarding the poverty level. Census Tracts 49, 50, 59, 62, 65, 66, 71, and 94 have poverty rates well above the 14.6% national rate. However, the project focus will be on those homeless individuals residing under several of the structures. Homelessness in Louisville, like in many large urban settings, has been a growing concern and with lack of resources, many homeless people are living under bridges for shelter. What is not lacking is the number of volunteers that are available to check and to monitor the homeless. During interviews with the project team, members from the Coalition for the Homeless explained that approximately 4-5 visits per week were commonplace for the volunteers. These visits serve to offer the homeless resources for housing, mental health checks, phone calls, job placement, storage for belongings, and to share event information. An unfortunate reality is that many who choose to be homeless want to remain that way even if shelter is offered, according to homeless advocates. Independence, drug addiction, mental health, and unwillingness to live with others are the most common reasons for rejecting shelter. However, many homeless utilize nearby lockers to store their belongings. These lockers and other services are provided free of charge. Lastly, meals provided to the homeless by local shelters are plentiful and according to resource agencies, food is not an issue for those who seek it.

Prior to the project, it was assumed there would be a large contingent of resources that would be required to assist in this relocation effort. There were concerns for the homeless populations under several of the bridges and how those repair activities would impact their daily lives and project scheduling. Local homeless advocacy agencies recommended Louisville Metro's Chief Resilience Officer, Eric Friedlander, to coordinate the relocation effort. Mr. Friedlander provided insight into their process, which has been used during previous projects, and how relocations to nearby homeless shelters will be instituted prior to any repair work. Given sufficient lead time, their process will provide a safe working environment for contractors to perform the repairs.

Lieutenant Ron Heady and John Miles from Louisville Metro Police Department have spearheaded these initiatives at the direction of Louisville Metro and maintain an email database along with close relationships with those partnering agencies that provide housing to the homeless during construction projects. The City will enforce the 21-day notice ordinance prior to construction. This advance warning is critical for the relocation process. Using the outreach volunteers through Lieutenant Heady and John Miles has proven effective and provides opportunity for the volunteers to identify persons who have more recently become homeless and to assure that they are aware of options and services available to them. These organizations, such as the Coalition for the Homeless and Wayside Christian Mission, keep a list of those who they know are in these camps for the purpose of assuring that they are aware when opportunities for shelter or housing become available. The KYTC is highly encouraged to perform the project bridge repairs during the warmer weather months (April-October). Relocating the homeless during those months will ensure a smoother transition to shelters, according to Louisville Metro and the resource agencies; however, shelter is only limited to 30 days per stay. Relocation becomes difficult during cold weather months due to the volume of possessions that must be handled.

Based on previous experiences, support agencies expect many to move to other bridge locations for shelter. In addition, support services for the homeless are located adjacent to many of the bridges, making the trip for those services easier on those impacted. The individuals and agencies that have been contacted or identified to administer and assist in the relocation of the homeless are listed in the relocation process outline as follows:

1. KYTC District 5 will contact Eric Friedlander from Louisville Metro for those bridges under construction.
2. Louisville Metro will publish and enforce the 21-day ordinance.
3. Lieutenant Ron Heady and John Miles from Louisville Metro will put out a blast email to those nearby resource agencies that serve the homeless.
4. Resource agencies and volunteers will assist the homeless in removing their belongings and finding temporary shelter if desired.
5. After the 21-day notice expires, Louisville Metro will no longer be involved in the process.
6. Resources agencies and volunteers will continue to monitor.

Although there are no KYTC projects that have had similar circumstances, research shows the approach outlined closely follows the guidance in *Homeless Encampments on Public Right-of-Way—A Planning and Best Practices Guide*, completed in 2012 by Portland State University's Center for Urban Studies.

Coordination with Organizations and Agencies

Coordination with agencies and local officials will be critical prior to any bridge repairs. Interviews and phone calls with representatives from these agencies have occurred to develop this Environmental Overview:

- Eric Friedlander, Louisville Metro's Chief Resilience Officer (502.574.3926) ***(Lead Contact)***
- Lieutenant Ron Heady, Louisville Metro Police Department (502.574.7946)
- Mark Miller, Wayside Christian Mission
- Mary Frances Schaefer, Coalition for the Homeless (502.636.9550 *209)
- St. Vincent de Paul
- Johanna Wint, Salvation Army

Additional resources not contacted but available:

- Tiny Herron, St. John Center for the Homeless (502.568.6758; 502.581.1171)
- Red Cross (502.222.0308)
- Healing Place (502.585.4848)
- Louisville Forgotten
- Hip Hop Outreach
- Beargrass Christian Church
- Libraries (Hot and cold weather events)
- Metro United Way (502.583.2821)
- Louisville Metro (John Miles ((Metro Police)), Keith Hackett, Tameka Laird, and Donald Robinson)

4.0 CONSTRUCTION PHASE ACTIVITIES

During construction, KYTC's Standard Specifications for Road and Bridge Construction will be utilized to ensure that this project will not cause significant detrimental social, environmental, or economic effects in the area. Any impact incurred during the construction of the proposed project will be short-term and will have no long-lasting effects upon the study area. Construction activities, including maintenance of traffic and sequencing of construction, will be planned and scheduled to minimize traffic delays. Signing will be used as appropriate to provide notice of pertinent information to the traveling public. Access to all properties will be maintained to the maximum practical extent. The project is expected to produce construction-period economic benefits by stimulating local economies through construction-related jobs, sales, income, government revenue and expenditures, and off-site construction support.

Best Management Practices (BMPs) and erosion control procedures will be utilized in areas of potential sedimentation and erosion. Construction associated with or near streams will occur during low-flow

periods to minimize disturbances. Replanting of disturbed areas, including stream banks and right-of-way, will be with native vegetation for aesthetics, soil stabilization, and fish and wildlife populations. Removal of stream canopy trees will be avoided wherever possible. Mitigation of in-stream habitat disturbance will be executed.

Noise levels due to heavy construction equipment may exceed acceptable noise standards during the construction period; however, every reasonable effort will be made to minimize construction noise, especially near noise-sensitive locations.

5.0 EARLY COORDINATION AND PUBLIC INVOLVEMENT

There will be no public meetings for each of the bridge projects; however, coordination with local government officials, social media, and news outlets will occur at the appropriate stages of project development.