



MEMORANDUM

To: I-69 ORX Project Team

From: Public Involvement Team

Date: April 3, 2018

Subject: Summary for February Public Open Houses

The public open houses to present the preliminary alternatives for I-69 ORX were held:

- Tuesday, February 6, 2018, 4:30 to 7:30 p.m. at Henderson Community College in Henderson
- Wednesday, February 7, 2018, 4:30 to 7:30 p.m. at Benjamin Bosse High School in Evansville

Promotion and Coverage

Legal notices were placed in the Evansville Courier & Press, Henderson Gleaner and Owensboro Messenger-Inquirer. Non-paid event promotion and coverage appeared in several media outlets between January 31 and February 16. This generated 110 media mentions and created an estimated 33 million media impressions. Outlets included:

- Evansville Courier Press
- WBIW-AM Online
- WEVV-TV
- WTVW-TV Online

The meetings were also promoted on the project's Facebook and Twitter accounts, the project website (I69OhioRiverCrossing.com), the project email service, text messaging and by word-of-mouth.

Meeting Details

Each meeting included formal presentations at 5 and 6:30 p.m., with open house hours from 4:30 to 7:30 p.m.

There were several stations:

- **Welcome/sign in table**
- **Public involvement table**, where individuals received the preliminary alternatives handout and public open house survey

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- **Environmental studies station**, where individuals learned more about the process to complete the Draft Environmental Impact Statement, review the Level 1 Screening Report and Screening Report Supplement, Historic Properties report and sign up to be a Consulting Party
- **Potential property impacts stations**, where residents could sit down with engineers to look up their properties and determine which alternatives might impact them
- **Stations for each of the four alternatives. These included fly-through videos**, maps of the proposed routes and proposed typical sections for West Alternative 1, West Alternative 2, Central Alternative 1 and the Breathitt Pennyrile Parkway. More than half of the residents visited this station.
- **Land acquisition overview table** with right-of-way specialists, and relocation and land acquisition booklets available

Attendance

According to the official sign-in sheets, 151 residents attended the Henderson open house and 122 residents attended the Evansville open house.

- Evansville notable attendees (elected officials, etc.):
 - Cheryl Musgrave (Vanderburgh County)
- Henderson notable attendees:
 - Patti Bugg (County Commissioner)
 - Steve Gold (Henderson County Attorney)
 - Judge Brad Schneider (Henderson County)
 - Russell Sights (Henderson)
- Evansville Open House – Media Attendance
 - WNIN Radio, Samantha Horton
 - WEHT-TV, LeAnne Stuck
- Henderson Open House – Media Attendance
 - WEVV-TV, Jeff Goldberg
 - WFIE-TV
 - WEHT-TV
 - WSON radio, Bill Stephens
 - The Gleaner (Courier & Press), John Martin
- Project Team attendance (reflects both meetings)
 - INDOT: Janelle Lemon, Paul Boone, Jim Poturalski, Laura Hilden, Ron Bales, Cameron Fraser, Meghan Hinkle and Anthony Ross



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- KYTC: Gary Valentine, Keith Todd, Pamela Broadston, Tim Foreman and Wade Clements
- FHWA: Michelle Allen (IN), Duane Thomas (KY) and Eric Rothermel (KY)
- Parsons: Dan Prevost, Steve Nicaise, Toby Randolph, Alex Lee, Chuck Allen, Tom Heustis, Kyle Chism and Joel Adwell
- Taylor Siefker Williams Design Group: Amber Schaudt and Amy Williams
- Compass Outreach Solutions: Erin Pipkin
- C2 Strategic Communications: Mindy Peterson, Ed Green and Kaitlin Keane
- HMB: Brad Johnson Tom Kerns, Will Kerns, John Meyer and Ken Sperry
- Stantec: Brian Aldridge, David Depp and Len Harper
- AEI: Kevin McClearn
- HNTB: Chris Meador

Open House Surveys

The I-69 Ohio River Crossing Project Team received 161 open house surveys. Sixty-seven were turned in at the open houses or the project offices and 94 were completed on the project website.

Of the respondents, 74% reported living in the area. Twenty-nine percent cross the Ohio River three to five times a week.

When asked to rank the preliminary alternatives in order of preference, 75% chose Central Alternative 1 as their first choice. West Alternative 1 and West Alternative 2 followed with 17 and 5%, respectively.

Top concerns about West Alternative 1 include impacts to homes (50%), impacts to businesses (35%) and disruption of traffic on the strip (25%).

Top concerns about West Alternative 2 include impacts to businesses (48%), removing both US 41 bridges from service (27%) and disruption of traffic on the strip (26%).

When asked about concerns about Central Alternative 1, 36% wrote in that they had no concerns. Those with concerns cited impacts to the environment and historic properties (16%) and bypassing the US 41 commercial strip (13%).

When asked about tolling, 36% said it would have little to no impact on their households, 23% said they would reduce their trips over the river and 20% said tolling would be a financial hardship.

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Other Correspondence

In addition to the open house surveys, the Project Team received feedback via several other means in February and March 2018. Eleven people called, 25 visited the project offices, 15 provided substantial comments on Facebook, 20 filled out a comment card and 21 emailed the Project Team.

The Project Team met with many business owners and Kyndle on February 22 and March 23 to discuss the preliminary alternatives for an I-69 Ohio River crossing and potential impacts to businesses in the US 41 corridor.

Topics include:

- 33 comments about the alternatives
- 24 inquiries or meetings about potential impacts to their property
- 20 requests for basic information about the project or open house materials
- 16 notes about the future of the US 41 bridges
- 10 comments about potential impacts to the environment or historic properties
- 7 questions or comments about tolling
- 5 requests to include bicycle/pedestrian access in the preferred alternative

Comments Received in Support of Specific Corridors

West Corridor 1

- We are highly in favor of one of the two west routes. We feel if you go with the east route, Henderson will become a ghost town; nobody will stop.
- We had a great meeting with some of Henderson's business leaders and concerned citizens. We recommend the West 1 Corridor.
- West Alternative 1 & 2 could present a redevelopment opportunity in the commercial area along South Kentucky Avenue north of Veteran's Memorial Parkway.

West Corridor 2

- We are highly in favor of one of the two west routes. We feel if you go with the east route, Henderson will become a ghost town; nobody will stop.
- West Alternative 1 & 2 could present a redevelopment opportunity in the commercial area along South Kentucky Avenue north of Veteran's Memorial Parkway.

Central Corridor 1

- Central Alternative is the one. Go ahead and build a six-lane I-69 bridge now.

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- Central Alternative 1 is by far the best of the remaining three options. Besides leaving one of the twin bridges open for traffic, it only affects two houses and zero businesses.
- Central Alternative 1 makes sense for future growth.
- As a real estate broker who focuses on commercial development, I have seen how retail and other developments will expand when given the opportunity for new transportation corridors.
- The Central Alternative would be better for everyone concerned (the businesses, families and their homes, the City of Henderson, and the wildlife crossing).
- I have no concerns about this route. This seems the best solution. It only affects one residence and no businesses at all. It also leaves the Twin Bridge for locals to use as well so if there is a wreck or construction we can still get to work or back home.

Comments Against or Suggestions to Improve Specific Corridors

West Corridor 1

- Any neighborhoods left around where West 1 is built would have decreased property values and increased noise pollution. It would be a lot more hassle for everyone concerned (including the government) to buy all the individual residential properties and businesses, then demolish the aforementioned properties to get the area prepared for the interstate.
- The businesses that would be affected are important ones for the tiny city of Henderson. It would be a lot of business and economic impact in the short- and long-term for the City of Henderson.
- This Alternative seems fatally flawed by its lack of bridge crossing redundancy and the amount of disruption to US41 traffic and commerce.
- I do NOT like this route at all. It is completely illogical to destroy a town to put in an interstate when there is another option that would not destroy any businesses and would only affect one home.
- It takes out a lot of houses. Jams a lot of traffic into a fairly narrow space from Veterans Memorial Parkway to new US 60 interchange.
- There are significant archaeological resources including deeply buried resources in the flood plain on the Kentucky side.
- Running a major highway straight through town is such a stupid option it shouldn't even be considered.
- The West Alternative 1 will needlessly disrupt 213 homes and 21 businesses. Years of construction detours, delays and disruptions will certainly cost local residents untold dollars in lost time and wasted fuel.
- Both West alternatives will create major traffic problems for an extended period of times. West Alt 1 will also destroy alternate routes to downtown Henderson through Elm Street and access to businesses and restaurants. It will also seriously affect use of Atkinson Park.



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- It goes through a great span of prime farm land.
- Getting in and out of businesses on the strip is hard enough now. Putting an interstate down the middle can't make better.
- The interchange at Highway 60 is currently inadequate for safe merging. This could make it worse.
- Adding this route would not bypass Henderson, but would only add to the traffic and the bottleneck conditions on the 41 strip. We need something to bypass all of Henderson.
- It's utterly ridiculous to gut the highest revenue-producing region in our city, allowing for minimal future expansion or positive economic impact.
- Between lawsuit and appeals, this will take years to even begin construction.
- Of all the alternatives, this would hurt the City of Henderson & Henderson County to most.
- I do not want an interstate running through town - it needs to bypass as much of Henderson as possible - it's an interstate after all.
- Too many residential homes will be taken and there is not enough comparable housing in Henderson for them.
- This route would demolish so many houses and businesses within Henderson where most of our restaurants are located. It could only mean that people would completely bypass our town all together when traveling I-69. And put many of our own residents out of a home and their jobs.

West Corridor 2

- It would kill the businesses left on the 41 strip. Most of the businesses that we use would move away or die out.
- Residents that are left in the area of this project area will have decreased property values and decreased value of living. In the sense, the noise, staring at a wall when they look out their front window, and adverse effects on their houses from construction of the highway.
- I do NOT like this route at all. It is completely illogical to destroy a town to put in an interstate when there is another option that would not destroy any businesses and would only affect one home.
- It completely eliminates the bridges that people use daily for work. I drive the Twin Bridges every day and several times have been stuck in Evansville and can't get back home. Having only one bridge to cross with that many people is awful. And currently our only other option is to travel an extra hour through Owensboro. Jams too much traffic into Henderson strip area, and eliminate both US 41 bridges, meaning there is only one bridge for all crossings between KY & IN.
- The existing bridges already serve as a major chokepoint for traffic problems. If the bridges are replaced instead of being supplemented with new options, it does nothing to alleviate any problems. And you're still taking a major highway straight through the middle of town, which shouldn't even be considered as a viable option.



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- A six-lane bridge puts all of our eggs in one basket, so to speak, as far as crossing the bridge is concerned. I would prefer Alternate #1 with the option for local traffic to use the two-lane bridge to cross the river.
- The West Alternative 2 is the least attractive option with disruption of 119 residences and 58 businesses.
- Only one bridge ignores any need for redundancy in situations when a bridge is unavailable. Any changes to US41 should be deferred until traffic patterns stabilize after the I69 bridge is complete.
- This option also does not provide for any toll-free option for local residents who must commute daily for work, medical care and other commerce.
- It goes through a great span of prime farm land.
- There is great need for additional routes to cross the Ohio in the area. Traveling to Owensboro or Shawneetown are not good options. Backups during recent and current construction should be sufficient evidence for the need of another bridge.
- West Alternative 2 would still leave only one bridge across the Ohio River. The Evansville/Henderson area is the largest area on the Ohio and Mississippi Rivers combined with only one crossing. There needs to be two crossings.
- I love the possibility of having a larger bridge connection between the two states. Unfortunately, if something were to happen (wreck, barge hits the bridge, etc.) on the bridge, traffic would cease. There would only be one way in and one way out of either Henderson or Evansville if needing to cross the bridge.
- Demolition of existing infrastructure that serves a purpose does not seem to make sense and would seem to add even more adverse impact (at least initially due to the deconstruction) to the environment(s) there (land, wetlands, water).
- It's utterly ridiculous to gut the highest revenue-producing region in our city, allowing for minimal future expansion or positive economic impact.
- West 2 would not take out our house directly, but there are still lots of homes between our house and 41, and there are still all of the businesses to consider. Our household would experience a decrease in property value and increase in noise and air pollution. With the important businesses gone, there would still be the short-term and long-term impacts of their loss on our small city.

Central Corridor 1

- The Henderson strip will become “Radiator Springs” (reference to the dusty town on the cartoon movie Cars), businesses will move to exits on the new I-69.
- Central Alternative 1 takes a camp property that’s been in my family since 1943.
- The Central Alternative is by far better than the other two, but a little bit east of the central might be better.



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- You guys need to rethink before assuming two lanes for each direction. If you happen to decide to add more lanes in the future, this would have created some chaos for everyone.
- Please put a four-leaf clover intersection on Central Alternative 1. This will allow access to Evansville's south side, an economically challenged area that would benefit from greater access.
- I believe it will ultimately have a very negative financial impact to the Henderson strip and the city of Henderson. People will essentially just by-pass Henderson all together.
- I was hoping the road would not be so close to Balmoral. Three-tenths of a mile and less is too close. It will lower the value of our homes. Is there any way it could be moved back further? I realize there are two historical homes you are protecting; however, the plan will impact many families.
- I've had an opportunity to see and study the updated design in the proposed connector between the I-69 corridor and the existing US-41 corridor. The 2.2+ mile loop causes the northbound US 41 traffic to have an extremely long route to the US 41 N Strip. Please reconsider that exchange for a tighter and shorter design. The current merchants on the US-41 Strip are very concerned about the difficulty and length of trip in gaining access to the Strip. *Note: This comment was in response to the meetings with US 41 business owners and Kyndle and represents several individuals.*
- I am very unhappy with the placement of the bridge it crosses many Indian burial grounds and as an Indian myself. I am very unhappy with the corridor placement. It is also passing through an historic trail of Desoto when he came in 1542.
- May take longer with environmental mitigation.
- You are bypassing Henderson, KY! You are costing businesses on HWY 41. You are putting an interstate close to existing homes.
- We have 30 acres on Wathen Lane. The back of our property my husband & son use for hunting. We have a lot of deer & wildlife in that area would be affected. The noise from this alternative also concerns – as we moved outside of city limits for privacy, etc.
- I'm worried about noise levels and wildlife impact. There are deer, coyotes, raccoons, hawks, owls and other species in this area that will be displaced.
- I have worked my entire life to build this farm into what it is today. If this route is chosen it will destroy the best part of my best farm in one fell swoop.
- Would prefer both bridges left open, if possible and no tolls for this (these bridges) which would be local and affect all Henderson businesses.
- This route takes of farmland instead of homes & businesses.
- I am very much not in favor of this route without having a toll-free route via the strip, and a continuation of traffic on existing highway all the way to the bridges as exists today.
- The flood plain issues also concern me. Not from a business development standpoint, as businesses will develop on exits from the road and not along the road itself, but from the



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standpoint of water displacement and how that will further affect areas in the vicinity. Will it cause the flood plain areas to need to be extended?

- While the central alternative provides development opportunity in the future for the 2nd Street / KY351 corridor, US60 areas, and potentially some area between the existing US41/US60 cloverleaf and the Central Alternative Trumpet interchange, I feel that if 100% of cross river traffic is tolled that it will cause a detrimental shift in patronage for the existing companies/hotels/etc. on the US41 strip.
- Needs to be a "left dedicated" turn lane put at Tillman Bethel Road due to a number of fatalities in the area and one fatalities that just occurred a few months ago, too dangerous of a cross section especially at high rate of speeds.
- I don't want to see our US 41 corridor become a ghost town, so I prefer the other routes.
- Move it farther east. Bypass Henderson completely.
- Bring this route even further east and connect closer to the intersection of I-69 and Covert Avenue, (Somewhere between Green River Road and Angel Mounds).

Comments about the Existing US 41 Bridges

- There is no way that two lanes on the non-toll bridge will be enough.
- They need to have both bridges: existing US 41 and new bridge. Traffic is already too heavy on twin bridges and if there's an accident or a barge hits it, there needs to be an alternative.
- Keep BOTH twin bridges in use.
- I don't understand the push for closing down one of the twin bridges. There's no reason not to keep them both open.
- US 41 bridges should remain four lanes, two lanes each direction.
- We need total Ohio River bridge redundancy between Henderson and Evansville. By that I mean, a complete I-69 bridge as you have designed, but we need both of the current US 41 bridges to stay in operation. To me, that is total bridge redundancy. We need this plan in case of any future accidents or natural disasters.
- I believe it would be wise to retain at least one, if not both of the existing bridges, plus build a new 4-lane bridge for I-69. When wrecks occur, frequently, this causes the shutdown of the bridge, which is very impactful on the local traffic. I believe this decision should be considered independently of the I-69 bridge(s).
- I am in favor of retaining one US 41 bridge for local traffic because that would give local people an easier way to get to Evansville rather than having to drive further to connect with a 6-lane bridge.
- I prefer retaining one of the US 41 bridges to save businesses along US 41 in Henderson.
- Keep one Route 41 bridge for local. Keep the interstate an interstate so the traffic flows and keeps moving!

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- I would prefer retention of both US 41 bridges for local traffic. Current traffic patterns are concerning in the event of an accident or lane closure.
- We are in desperate need of a second bridge, not one big one.

Comments about Tolling and Financing

- If there is to be a toll, there should be an end date of deferred costs accounted for.
- Not good for the poor and retirees. If I go 14 times a month or more, it will be \$70 per month at a \$5 toll.
- I prefer both 41 bridges toll-free and a six-lane toll bridge for I-69 if it has to be toll.
- Don't toll the 41 bridge.
- I would be ok with tolling if it's reasonable and the Twin Bridges are left as they are now, in addition to the new I-69 bridge.
- Toll it all if necessary.
- You must place the toll on all bridges. The locals will travel the bridge that does not have an assessment and create an unequal distribution of the traffic load.
- No tolling of existing bridges due to EJ impacts.
- Tolling the new I-69 makes sense/ it will cost us something when we need to make that trip, but it would be worth it. I think US 41 should remain toll-free, for the benefit of local traffic and businesses on the Henderson Strip.
- If there is no bridge left for local traffic, there would be a detrimental effect on local cross-river commerce and employment.
- Paying for the facilities with a toll is essential to the funding and long-term maintenance of it. Also, apply a toll to existing HWY 41 bridge left in service to make crossing choice equal for both bridges.
- This is acceptable and should cause no noticeable strain on the budget.
- I would be willing to pay to a new bridge as it is sorely needed and would bring money into the states to be used for improvements/upkeep on the bridges.
- If it is tolled, will there be a way to buy a yearly pass? That needs to be an option.
- Only truckers and tourists will use the toll bridge if a free bridge is available. I can afford to pay, but low to moderate income individuals will find it a strain on their finances, especially if they drive over the River every day if they are forced to use only toll bridges.
- Tolling is a very bad idea for the I-69 that unfairly cost local frequent users and seemingly unnecessary for other bridges being opened with far less daily vehicle counts (New Barkley Lake Bridge).
- Tolling will affect me greatly because I travel across the bridges about 15-20 times per week. I understand tolling the new bridge if that is the only way to feasibly pay for it. However, tolling an existing bridge (which is necessary to keep for alternative and local traffic) will cause a financial burden. It will be, in a sense, be a substantial pay cut in my salary.

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- Tolling either bridge will be a huge financial strain on our family.
- Placing tolls on both bridges is the worst thing you can do for businesses along the strip in Henderson. If the Central Route is chosen, there are very few logical options to where the bulk of our businesses can relocate, and it will reduce business in many instances by as much as 20-30%, especially in the restaurant industry along the strip.
- I personally think we have not paid our fair share to help build and maintain our infrastructure as a state and country most of my life, so regardless of the financial affect, I would not have an issue paying tolls personally.
- Tolling wouldn't be that big of a deal if there were a pass that could be purchased for frequent travelers. Such as a Sun Pass on the Florida turnpike or the pass that recent Louisville and Jeffersonville residents purchased to go across the bridge connecting the two cities.
- Tolls would not impact my travel plans if I'm driving to Missouri, for example, but it would be yet another reason to head toward Nashville or Louisville much more frequently than we would Evansville for things like air travel, meals and shopping.
- I won't go that route if a toll is placed on it.
- Tolling 41 would be a slap in the face to 200,000 people who live and work in both S. Indiana and NW. Kentucky
- It would significantly impact the household since many of us are moving to fixed income status. Also, it would be additional cost to work in Evansville or to go to school there.
- If it can be automated, I don't think it will be a financial burden. If it causes a slowdown to the traffic it will cause congestion in my area.
- A no free tolling option will decrease my trips to Henderson. This will have the same impact on households throughout the area. Traffic between the two cities will decrease, and economic activity will be negatively impacted
- I think if anything is tolled, I'll go to Owensboro instead.
- I would be ok with tolling if it reasonable and the twin bridges are left as they are now, in addition to the new I69 bridge.

Comments about Potential Impacts to the Environment or Historic Properties

- I understand the need for the river crossing and I support it. Please look for a way to build the overpass and keep the wetland intact.
- I want to express my grave concerns about the options that could impact the Eagle Slough Natural Area and, further south, Audubon State Park.
- I am very unhappy with the placement of the bridge it crosses many Indian burial grounds and as an Indian myself. I am very unhappy with the corridor placement. It is also passing through an historic trail of Desoto when he came in 1542.



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- I am also concerned about the impact of the interstate on the local deer crossing that occur between Watson Lane and Veterans Memorial Parkway/69. Increased lanes of traffic would mean increased chances of car accidents with deer.
- I'm sorry if the animal lovers feel that the animals should not be uprooted. What about the people and citizens of Henderson. We are the ones who pay taxes to create these roads - not the animals and birds!!!

Comments about Bicycle and Pedestrian Access

- When you build it, make it wide enough for pedestrian travel.
- It would be nice to use the decommissioned twin bridge for a pedestrian/bike path connecting Evansville and Henderson.
- If this highway project is to be an economic boost, we must portray quality of life to bring business and industry to the area. For this reason I would like to see a pedestrian-bike lane on the bridge that would connect the greenways and trail systems in the area to improve the health and welfare of the citizens.
- Turn the US 41 bridge that would not be utilized into a pedestrian/biking bridge for the public.
- Retain second existing bridge for bike/pedestrian connections and emergency vehicle use if I-69 is under repair.
- All three alternatives would cross over the historical planned route for the Greenway from downtown to Angel Mounds that is more or less parallel south of I-69.
- We request that consideration be given to incorporating Bicycle and Pedestrian accommodations into the bridge crossing project. This would allow an interstate, and regional connection between Evansville and Henderson for alternative modes of travel. With the magnitude of the bridge crossing project, now is the time to thoroughly explore the possibilities of also providing a bike/ped Ohio River crossing.

Written comments can be viewed on the following pages.