

I-69 Ohio River Crossing Project
Vanderburgh County, Indiana and Henderson County, Kentucky

Draft Environmental Impact Statement

Submitted Pursuant to 42 U.S.C 4332(2)(c) and 49 U.S.C. 303 by the
U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) and
Indiana Department of Transportation (INDOT) and
Kentucky Transportation Cabinet (KYTC)

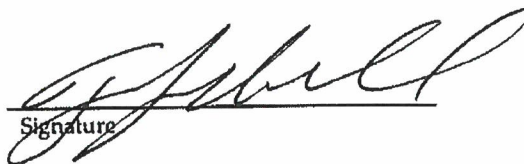
Cooperating Agencies:

U.S. Army Corps of Engineers, Louisville District
U.S. Coast Guard, Eighth District
U.S. Fish and Wildlife Service, Indiana and Kentucky

For Indiana Department of Transportation:

11-30-18
Date of Approval

TRAVIS UNDERHILL
Printed Name


Signature

For Kentucky Transportation Cabinet:

11-23-19
Date of Approval

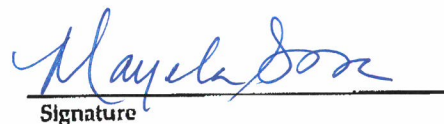
JOHN MOORE
Printed Name


Signature

For Federal Highway Administration, Indiana Division:

12-7-18
Date of Approval

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A revised Notice of Intent (NOI) was published in the *Federal Register* on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, IN and Henderson, KY area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a Draft Environmental Impact Statement (DEIS) was completed in 2004, but the project was subsequently suspended in 2005. For this new DEIS, the proposed action includes the development of an interstate highway across the Ohio River that would connect the southern terminus of I-69 in Indiana with the northern terminus of I-69 in Kentucky. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is via US 41, which is classified as a principal arterial and does not meet current interstate design standards. This DEIS evaluated four build alternatives (West Alternative 1, West Alternative 2, and Central Alternatives 1A and 1B) and the No Build Alternative. All the build alternatives would include a new I-69 bridge over the Ohio River. For West Alternative 2, both existing US 41 bridges would be removed. For West Alternative 1 and Central Alternatives 1A and 1B, the northbound US 41 bridge would be kept open for local traffic while the southbound US 41 bridge would be removed. Central Alternative 1A would include tolls on the US 41 and I-69 bridges. Central Alternative 1B would only include tolls on the I-69 bridge. Central Alternatives 1A and 1B have been identified as the Preferred Alternatives.

Comments on this DEIS are due by February 8, 2019 and should be sent to one of the three contacts listed above. Following circulation of the DEIS and consideration of comments received, FHWA will issue a combined Final Environmental Impact Statement and Record of Decision document, unless statutory criteria or practicability considerations preclude issuance of a combined document.