

# I-69 Ohio River Crossing Project

Vanderburgh County, Indiana and Henderson County, Kentucky

## Final 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:

8-31-2021

Date of Approval

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Printed Name



Signature

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September 16, 2021

Date of Approval

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This is a Final Environmental Impact Statement (FEIS) 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. 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.

A range of alternatives, including the No Build Alternative, was analyzed and evaluated for environmental, cultural, social, and economic impacts and benefits. The Draft Environmental Impact Statement (DEIS) for the project, published in December 2018, identified Central Alternatives 1A (US 41 bridge tolled) and 1B (US 41 bridge not tolled) as the Preferred Alternatives, pending a tolling decision on the existing US 41 bridge. Based on additional analyses to reduce costs, improve traffic performance, and minimize impacts, and with consideration to the public and agency comments on the DEIS, design modifications were made to the Preferred Alternatives and a financial plan was developed for the project. Furthermore, due to the potential impacts that tolling the US 41 bridge would have on local residents, businesses, and environmental justice populations as well as public comments on the DEIS that supported keeping the US 41 crossing non-tolled, INDOT and KYTC determined that the US 41 crossing should remain non-tolled (i.e., Central Alternative 1B). With the incorporation of the design modifications, Central Alternative 1B was renamed Central Alternative 1B Modified and identified as the Single Preferred Alternative. Following additional public and agency comment on the Single Preferred Alternative, Central Alternative 1B Modified was identified as the Selected Alternative for evaluation in this FEIS and the accompanying Record of Decision (ROD).