

# APPENDIX C-2

## Public Outreach Materials

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## MEMORANDUM

**To:** ORX Project Team

**From:** Public Involvement Team

**Date:** June 8, 2017

**Subject:** Public meeting round one report

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The first two public meetings for I-69 ORX garnered strong support, attendance and resident engagement. Those meetings were:

- April 18, 2017, 5-7 p.m. at Henderson Community College in Henderson
- April 20, 2017, 5-7 p.m. at Cedar Creek Elementary in Evansville

### Promotion

Legal notices were placed in the Evansville Courier & Press, Henderson Gleaner and Owensboro Messenger-Inquirer. Non-paid event promotion and coverage appeared in 11 media outlets, including 14 online articles, four print stories and 29 television broadcasts. Altogether, the stories are estimated to have reached 6 million readers, viewers and listeners.

The meetings were also promoted on Facebook and Twitter, the project website (I69OhioRiverCrossing.com), the e-newsletter, text messaging and word-of-mouth.

### Run-of-show

Each meeting included open house hours from 5 to 5:30 p.m. CT, a formal presentation at 5:30 p.m. and open house hours until 7 p.m.

There were eight stations at each meeting, including:

- Registration – Attendees were greeted, asked to sign in and offered assistance with any questions
- Public information – Attendees were provided Follow Our Progress cards, a project survey and fact sheet. Comment cards were also available for residents who had questions after the meetings
- Project overview – Attendees were provided information about the project purpose and need, environmental process and how this project varies from previous studies





## MEMORANDUM – Public meeting round one report – June 2017

- Section 106 Consulting Parties – This station was targeted to attendees potentially impacted by Section 106 of the National Historic Preservation Act (NHPA)
- Fix For 41 – This booth was manned by INDOT personnel. Attendees were given information about this separate, collaborative project between INDOT and KYTC to rehabilitate seven U.S. 41 bridges and highway pavement
- Ohio River Bridges – Attendees were provided with information regarding the successful Ohio River Bridges project with great outcomes for the public. The project video ran on loop
- Range of alternatives – Attendees learned about the five proposed alternatives and had the opportunity to draw on the maps if they had a suggestion for another alternative

### Attendance

- According to the official sign-in sheets, 110 people attended the Henderson open house and 97 people attended the Evansville open house
- Henderson notable attendees (elected officials, etc.):
  - Mayor Steve Austin (Henderson)
  - Mayor Lloyd Winnecke (Evansville)
  - Kentucky State Highway Engineer Patty Dunaway
  - Rebecca Rittenhouse, representing Gov. Bevin (field representative, Western KY)
  - Judge Brad Schneider (Henderson County)
  - Senator Dorsey Ridley (Kentucky)
- Evansville notable attendees:
  - U.S. Congressman Brad Ellsworth (Indiana)
  - Jerry Parkinson, representing U.S. Congressman Joe Donnelly (Indiana)
  - Mayor Lloyd Winnecke
  - Hunter Bisch, representing Congressman Larry Buchson (field representative)
  - Cheryl Musgrave, Commissioner for Vanderburgh County
- Henderson media attendance:
  - WFIE-TV, 14 News, Brandon Bartlett
  - WEVV-TV, 44 News, Chelsea Koerbler
  - Courier & Press and The Gleaner: Laura Acchairodo
  - WNIN Tri-State Public Media: Samantha Horton
  - WEHT-TV, TriStateNews (photographer)
- Evansville media attendance:
  - Courier & Press and The Gleaner: Tori Fater
  - WEHT-TV, TriStateNews, Stuart Hammer
  - WEVV-TV, 44 News (photographer)



## MEMORANDUM – Public meeting round one report – June 2017

- Project team attendance (reflects both meetings)
  - INDOT: Kate Francis, Janelle Lemon, Andy Dietrick
  - KYTC: Gary Valentine, Marshall Carrier and Keith Todd
  - FHWA: Michelle Allen, Duane Thomas
  - Taylor Siefker Williams Design Group: Amber Schaudt, Scott Siefker and Ron Taylor
  - Borshoff: Erin Pipkin
  - C2 Strategic Communications: Mindy Peterson, Chad Carlson, Ed Green and Kaitlin Keane
  - Parsons: Dan Prevost, Steve Nicaise
  - HMB: Ken Sperry and Mitch Green
  - Stantec: Brian Aldridge
  - AEI: Kevin McClearn
  - Gray & Pape: Beth McCord and Cinder Miller
  - HNTB: Chris Meador

### Comments received during and after the meetings

There have been just over 100 public comments and inquiries through May 31 regarding the I-69 Ohio River Crossing (ORX). The feedback was received via phone, visits to the project offices, email, mail, project surveys at the open houses and on Facebook. There are currently no outstanding inquiries.

- Sixty-two surveys have been submitted.
- Eight residents have called the project hotline (fielded at either office).
- Fifteen individuals have sent questions and/or comments by email.
- Nine have visited one of the project offices.

Visits to the project office, emails and calls have largely centered on general inquiries, requests for additional information, requests for maps, requests for specific property impact information and questions about design.

### Summarized Comments Received in Support of Specific Corridors

*Note: Includes comments received via survey, email, social media, phone and in-person at the project offices*

#### Central Corridor 1 (15)

- I like Central Corridor 1 best because it is short, takes out fewer businesses and residences, and avoids Angel Mounds and Audubon State Park.



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- I feel central corridor 1 would be the best route. It only has one river to cross, less land to purchase, and comes closest to Henderson without having to be on 41 strip.
- Central Corridor 1 seems to be the least intrusive on existing homes and looks like the least expensive.
- Central Corridor 1 is less expensive, connect with existing businesses along 41 N. Has exit at Zion Rd. which is a gateway to the city of Henderson.

### Central Corridor 2 (21)

- Central #2 brings the intersection with 41 south of Henderson, avoiding the congestion that central #1 will have where I-69 connects with US 41 in the midst of Henderson traffic.
- Build Corridor 2, put a toll on it.
- Central Corridor 2 is the least damaging to Angel Mounds State Historic Site and John James Audubon State Park.
- I think central corridors are the best. Number 2 would be my first choice but it would need a Zion road interchange.
- While it has a larger roadway footprint and increases mitigation needs, it provides one of the best connectors to existing roadways, (I-69) and provides for a smoother traffic flow through and around the city of Henderson.
- This route most likely provides the best commercial and private property development opportunities in and around Henderson.
- I like Central Corridor 2, but think it would cost more. My main concern is these two routes would bypass Henderson Businesses.
- The best option is central corridor 2, but I suggest moving it closer to the #1 interchange at 41 after it crosses US 60.
- We own three farms that are crossed by Central Corridor 2 between the Ohio River and Highway 60. Even though it would be heartbreaking to have those farms cut in two, we understand the benefit of I-69 to the community and plan to resist only if the unjustified curve remains.

### West Corridor 1 (5)

- West corridors: Have the bridges built plus pedestrian bridge (greenway).
- I prefer the West 1 to keep the HWY 41N strip business in the “line of site.”
- West Corridor 1 & 2 would cause least amount of disruption & property devaluation to residential tax payers.
- The west corridor options make the most sense because of the existing infrastructure and would also have the smallest environmental impact.



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- The West 1 & 2 routes make the most economic sense. Elevate the highway through the business strip, build the new bridge in the area of the old bridges, tear the old bridges down. Then, you have only one functional bridge to maintain.

### West Corridor 2 (4)

- I think the alternative that should be chosen should be the one that uses the most existing connectors, which would be West Corridor 2.
- West corridors have the bridges built plus pedestrian bridge (greenway).
- The west corridor options make the most sense because of the existing infrastructure and would also have the smallest environmental impact.
- The West 1 & 2 routes make the most economic sense. Elevate the highway through the business strip, build the new bridge in the area of the old bridges, tear the old bridges down. Then, you have only one functional bridge to maintain.

### East Corridor (3)

- East would take traffic in a more direct route for thru traffic.
- If the metro area that includes Evansville, Henderson, Newburgh and even Owensboro wants to survive, thrive, and compete with other areas in the country the eastern route presents the best chance.

### Other Alternative (1)

- I am for a larger Evansville, in which a bridge would include a route in western Henderson connecting with the Riverside/Fulton intersection right near the casino. The Lloyd Expressway is nearby so I view more traffic to the center of town would be a better development.

## Summarized Comments Against Specific Corridors

### West Corridor 1 (10)

- Both west corridors are insane.
- West or East corridors would be costly (Henderson strip & Newburgh)
- The West corridor will put too much stress on 41 which is already overburdened.
- It will effectively decimate the city of Henderson, by effectively dividing a residential area and disrupting most of the commercial properties along the route.
- This route would need to address the loss of wildlife habit in the Horseshoe Bend and Audubon Park areas and address the need for a wildlife bridge or corridor to permit native wildlife and exit route during periods of floodwaters of the Ohio River across the proposed I-69 and US 41 roadways to reduce road kill deer, prevent public property losses and provide for needed public safety.



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- Both West corridors would decimate the businesses along current US 41, not to mention the cost of relocating them.
- The West Corridors would take out many businesses and/or residences, and would be too close to Audubon State Park.
- The 2 West corridors would be most costly and disruptive.
- Any route that bypasses Henderson is absolutely preferred. There are always traffic jams going through Henderson. They don't need more, and neither do we!

### West Corridor 2 (11)

- Both west corridors are insane.
- West or East corridors would be costly (Henderson strip & Newburgh).
- The West corridor will put too much stress on 41, which is already overburdened.
- I feel it will displace an extensive amount of commercial property, increase traffic to a majority of the citizen of Henderson, and does not appear to address the need for a wildlife bridge or crossing to permit native wildlife a corridor to escape the Horseshoe Bend and Audubon Park area during periods of flooding across the I-69 and US 41 roadways.
- Both West corridors would decimate the businesses along current US 41, not to mention the cost of relocating them.
- The West Corridors would take out many businesses and/or residences, and would be too close to Audubon State Park.
- Any route that bypasses Henderson is absolutely preferred. There is always traffic jams going through Henderson. They don't need more, and neither do we!

### Central Corridor 1 (1)

- Central is closer to being built, but I would hate to lose the twin bridges.

### Central Corridor 2 (2)

- Central is closer to being built, but I would hate to lose the twin bridges.
- The curve in path as it crosses Tillman Bethel Rd. (just north of Highway 60) is not justified. The reason given at the 2004 DEIS review was there once was a historic building (house) at the location being circumvented. The house in question was never on the National Historic Register. It was taken down by the owner approximately 14-15 years ago because it had not been inhabited for some time, was structurally unsound (floor caving and not safe), and excessively expensive to maintain. Displacement of Central Corridor 2 to the east, in the vicinity of Tillman Bethel Rd. results in its passing





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much closer to homes east of it than would have occurred if the curve were not there. Four families affected by the unjustified curve filed a lawsuit in 2004 on the basis that the house in question never was on the National Historic Register, it no longer existed, that the consultant's report said the house was not worthy of being placed on the National Historic Register. The lawsuit was dismissed because it was premature in that no decision (no Record of Decision) resulted. Affected families have retained the lawsuit content and the legal representative and are projected to update it and refile should Central Corridor 2 (with the curve) be the preferred alignment when the DEIS is completed. We own three farms that are crossed by Central Corridor 2 between the Ohio River and Highway 60. Even though it would be heartbreaking to have those farms but in two we understand the benefit of I-69 to the community and plan to resist only if the unjustified curve remains.

### East Corridor (13)

- I believe that the "East Corridor" is too close to Angel Mounds. We should all do everything possible to protect what has been preserved of this prehistoric Native American site.
- East corridor would be costly (Henderson strip & Newburgh)
- East corridor is a very long distance with bridges for 2 rivers.
- The East Corridor will not benefit the City of Henderson.
- I am the most strongly opposed to this proposed route! While it may provide the state of Indiana the shortest route to and across the Ohio River, it provides the longest and most environmental impact and costliest route to the Commonwealth of Kentucky. This route requires an extensive amount (approximately 4 miles) of elevated roadway across the area known as Scuffletown Bottoms as well as a need for a second bridge across the Green River. It impacts Ohio River flows as well as those from the Green River.
- This proposed route will negatively impact fisheries in the region. This route requires the most land mitigation for wetlands and upland losses and impacts the most landowners.
- It effectively routes all of the traffic away from the City of Henderson by isolating it from commerce. I feel this route violates the original legislation that prescribed what cities the route for I-69 was to pass through.
- The East corridor, although a conceptual drawing, has the potential to interrupt and /or hurt access to these businesses.
- The East corridor currently goes through a moderately populated residential area. It would seem to make more sense to start the exchange further South and West of the I-69/ Covert Ave exchange.



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- I don't like that the east corridor would likely require the taking and demolishing of neighborhoods north and south of the Ohio River.
- The East Corridor is too far east from Downtown Evansville and Downtown Henderson, and the US 41 Henderson Strip. Also, it is too close to Angel Mounds.
- My vote would be vehemently against the east corridor. Having a new corridor will destroy homes and values of those left standing. Residents in this area have already had to rebuild lives and homes from the devastating 2007 tornado that ripped through this exact area. To do this again to this area seems heartless and cruel.
- I live on Polaris Avenue in Evansville and the noise is very obtrusive and many times it is impossible to sit outside and have a conversation. I could only imagine how much more the noise level would increase if there was an east corridor to I69.

### General Comments about Alternatives

- Any route that bypasses Henderson is absolutely preferred.
- If one of the routes already chosen was necessary, I would choose the route nearest to Henderson without utilizing Highway 41 north of the Audubon Parkway.
- Great choices – build it!
- My vision of Evansville tri-state area a little different than chosen routes.  
I am for a larger Evansville, in which a bridge would include a route in western Henderson connecting with the Riverside/Fulton intersection right near the casino. The Lloyd Expressway is nearby so I view more traffic to the center of town would be a better development.
- If one of the routes already chosen was necessary, I would choose the route nearest to Henderson without utilizing Highway 41 north of the Audubon Parkway.

### Comments about Financing, Funding and Tolling

- Build the bridge and toll the current ones also.
- No toll roads.
- I believe tolling would be fine to help pay for this project as long as tolls are discontinued when project is paid for.
- We believe in tolls!
- I would not be opposed to tolls on the new bridge, especially if the Hwy 41 bridge is kept as an alternative route. I believe most people would be willing to pay a toll for the ease in travelling and for avoiding the extra time that would be required to take a less direct route for joining up with the existing I69 highways.



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### General Comments

- I would like to see a pedestrian/bike lane incorporated into the bridge design. I think it would get a lot of use and open up new recreational development in the area.
- It needs to be a noteworthy and memorable structure rather than simply a functional one. We need something in the vein of the Musial bridge...not the Poplar St. bridge.
- In the Evansville Courier, I read the article of the proposed corridors for I69. Why didn't residents who would be directly affected by this get at least something in the mail about the open houses?

Complete comments can be viewed on the public inquiry log and in the summary report for Public Meeting 1.

### Project Surveys

Sixty-two project surveys were submitted. Respondents were not required to provide personal information, and partially-completed surveys are included in the results.

Of the 49 individuals who filled out the address portion of the survey, 16 were from Evansville and 33 were from Henderson.

### Summary of Survey Responses

#### 1) Property ownership

- Yes, I/my family own property along any of the broad alternatives being considered: 19
  - Central 1: 6
  - Central 2: 11
  - West 1: 4
  - West 2: 1
  - East: 6
- No, I/my family do not own property along any of the broad alternatives being considered: 29







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- 2) Alternatives: A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Total positive comments for each alternative:
  - Central 1: 15
  - Central 2: 21 (most positive comments)
  - West 1: 5
  - West 2: 4
  - East: 3
- 3) What factors are important to you? Overall most common comments include:
  - Minimize impacts to residences (8) and businesses (3)
  - Need more information about tolling (4)
  - Get the project done quickly (3)
  - Minimize the construction cost (3)
  - Keep the twin bridges, provide a redundant crossing (3)
  - Minimize impacts to the natural environment (2)
- 4) Do you think there are other significant factors the Project Team should consider?
  - Lower cost is preferred (5)
  - Redundant crossing (4)
  - Look at new areas where there aren't currently crossings, including Warrick County (3)
  - Accelerate design and construction schedule (3)
  - Relieve traffic on twin bridges (2)
  - Be mindful of environmental impact (2)
  - Design an interchange at Highway 351 (2)

### Media Coverage

- Total media hits related to open houses: 14 online media hits; 4 print media hits
- Outlets included:
  - WEHT-TV
  - Indiana Public Media
  - WAVE-TV
  - WFIE-TV
  - WTVW-TV
  - WBTV
  - Inside Indiana Business





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- US Official News
- EIN News
- The Evansville Courier & Press
- The Indianapolis Star



## NOTICE OF PUBLIC OPEN HOUSES

### Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) Public Meeting to solicit feedback on I-69 Ohio River Crossing (I-69 ORX) study

The I-69 ORX Project Team will hold two open houses to inform and solicit feedback from residents and motorists about the study of alternatives for a modern Ohio River crossing between Henderson, KY, and Evansville, IN.

The first open house will be held from 5 to 7 p.m. Central time on Tuesday, April 18, 2017, Henderson Community College, Preston Fine Arts Center, 2660 S. Green St., Henderson, KY 42420. A second open house will be held from 5 to 7 p.m. Central time on Thursday, April 20, 2017, Cedar Hall Community School, 2100 N. Fulton Ave., Evansville, IN 47710. Each open house will include a presentation from the Project Team at 5:30 p.m.

This study will include:

- Analysis of a range of reasonable alternatives
- Public involvement, including opportunities for participation and comments
- Coordination and consultation with local, state and federal agencies
- Assessment of potential impacts to homes, businesses and natural resources
- Consideration of appropriate ways to reduce project impacts

At these meetings, there will be opportunities for questions and comments from the public. Participation is welcomed and encouraged. Copies of open house materials will be available online by Tuesday, April 18, at [www.I69ohiorivercrossing.com](http://www.I69ohiorivercrossing.com), and at the project offices located at (Indiana office) 320 Eagle Crest Drive, Suite C, Evansville IN 47715 and (Kentucky office) 1970 Barrett Court, Suite 100, Henderson, KY 42420 after April 21. Written comments regarding this project should be sent to the aforementioned addresses or to [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com).

In accordance with the Americans with Disabilities Act, persons with disabilities requiring assistance and/or accommodation related to accessibility to project documents and participation at the public meeting venue are encouraged to contact the I-69 ORX project team at 888-515-9756. Persons of Limited English Proficiency (LEP) requiring assistance related to accessing project documents and participation at the public meeting venue are also encouraged to contact the I-69 ORX project team. Persons representing an ADA and/or LEP population are encouraged to contact the project team with regard to coordinating services such as language, visual and audio interpretation services. We respectfully request advance notice should ADA and/or LEP services be required.

Sales Rep: Sharon Alvey (E3405)

Phone: (270) 831-8338

Email: sharon.alvey@thegleaner.com

## > Account Information

Date: 05/03/17

Account Number: / 934705

Company Name: Borshoff

Contact Name:

Email: Whitney.Pflanzer@borshoff.biz

Address: 333 N. Alabama Street

SUITE 300, INDIANAPOLIS, IN, 46204

Phone: (317) 749-0340

Fax:

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TOTAL COST						\$160.00
PAID AMOUNT						\$160.00
AMOUNT DUE						\$0.00

## > Copy of Ad

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AFFP

NOTICE OF PUBLIC OPEN HOUSES

**Affidavit of Publication**

STATE OF KY }  
COUNTY OF DAVIESS } SS

nullnullnullnull

Rena Hamilton, being duly sworn, says:

That she is Accounting Clerk of the Messenger- Inquirer, a daily newspaper of general circulation, printed and published in Owensboro, Daviess County, KY; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

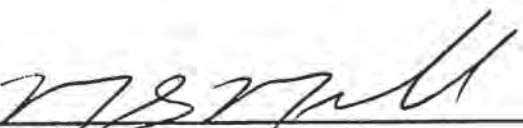
April 12, 2017

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

  
Accounting Clerk

Subscribed to and sworn to me this 12th day of April 2017.

  
Melanie Miller, , Daviess County, KY

My commission expires: September 26, 2019

00141993 00517642

Whitney Pflanze  
BORSHOFF  
333 N. Alabama St  
Suite 300  
INDIANAPOLIS, IN 46204





West	W	L	Pct.	GB	Strk.	10	Home	Away
Los Angeles	6	3	.667	—	1-1	6-3	4-1	2-2
Houston	6	4	.600	1/2	W-2	6-4	4-3	2-1
Oakland	5	4	.556	1	W-2	5-4	2-2	3-2
Texas	3	5	.375	2 1/2	W-1	3-5	2-4	1-1
Seattle	2	8	.200	4 1/2	L-2	2-8	1-2	1-6

## NATIONAL LEAGUE

East	W	L	Pct.	GB	Strk.	10	Home	Away
New York	6	3	.667	—	W-4	6-3	3-3	3-0
Washington	5	4	.556	1	L-1	5-4	4-2	1-2
Miami	4	4	.500	1 1/2	L-1	4-4	1-1	3-3
Philadelphia	3	6	.333	3	L-3	3-6	2-4	1-2
Atlanta	2	6	.250	3 1/2	W-1	2-6	0-0	2-6

Central	W	L	Pct.	GB	Strk.	10	Home	Away
Cincinnati	7	2	.778	—	W-4	7-2	2-1	5-1
Chicago	6	3	.667	1	W-1	6-3	2-1	4-2
Milwaukee	4	5	.444	3	W-2	4-5	2-5	2-0
Pittsburgh	3	6	.333	4	L-4	3-6	3-3	0-3
St. Louis	3	6	.333	4	W-1	3-6	2-4	1-2

West	W	L	Pct.	GB	Strk.	10	Home	Away
Arizona	7	3	.700	—	L-1	7-3	6-1	1-2
Colorado	6	4	.600	1	L-1	6-4	3-3	3-1
Los Angeles	5	5	.500	2	L-1	5-5	3-1	2-4
San Diego	5	5	.500	2	W-1	5-5	2-1	3-4
San Francisco	4	6	.400	3	W-1	4-6	2-1	2-5

## AL LEADERS

### THROUGH WEDNESDAY

#### BATTING

Castillo, Baltimore	.409
Garcia, Chicago	.407
Escobar, Los Angeles	.405
Mazara, Texas	.394
Headley, New York	.393
CDavis, Baltimore	.385
KDavis, Oakland	.353
Simmons, Los Angeles	.344
Souza Jr., Tampa Bay	.344

## NL LEADERS

### THROUGH WEDNESDAY

#### BATTING

Murphy, Wash.	.450
Suarez, Cincinnati	.429
Cozart, Cincinnati	.417
Reamuto, Miami	.414
Myers, San Diego	.400
Ortiz, Miami	.400
Nunez, San Francisco	.389
Zimmerman, Wash.	.382
Winters, Wash.	.372

## CUBS 4, Dodgers 0

Brett Anderson beat his former team with five solid innings, center fielder Albert Almora Jr. made two out-standing catches against the fly and the Chicago Cubs blanked the Los Angeles Dodgers.

## ANGELS, Rangers (late)

Joey Gallo hit a go-ahead, two-run triple in the fifth, and the Texas Rangers prevented a third straight late-inning comeback by the Angels, beating Los Angeles 8-3 Wednesday.

## INDIANS, White Sox (late)

Derek Holland held Cleveland hitless until the sixth inning and late fill-in Matt Davidson had a bouncer single that helped the Chicago White Sox beat the Indians 2-1 Wednesday.

## YANKEES, Rays (late)

Yankees outfielder Brett Gardner and Tampa Bay's Rickie Weeks are expected to sit out after both got banged up in a heavy-duty collision at first base Wednesday.

## BLUE JAYS, Orioles (late)

Trey Mancini hit two of Baltimore's five home runs, all in the first three innings, and the Orioles beat the Boston Red Sox 12-5 on Wednesday night. The struggling Toronto Blue Jays were handed their fifth straight loss in a 2-0 defeat to the Milwaukee Brewers on Wednesday.

## REDS, Brewers (late)

Reds rookie Amir Garrett threw a shutout into the seventh inning, leading Cincinnati over the Pittsburgh Pirates 9-2 Wednesday for a three-game sweep.

## MARLINS, Mets (late)

On Wednesday the Miami Marlins lost 5-4 to the Atlanta Braves. Zack Wheeler earned his first win in 2 1/2 years as the New York Mets held off the Philadelphia Phillies 5-4 on Wednesday.

## ROYALS, Athletics (late)

Andrew Triggs pitched six shutout innings, Jed Lowrie drove in three runs and the Oakland Athletics beat the Kansas City Royals 8-3 Wednesday.

## GIANTS, Rockies (late)

Matt Cain allowed one run over five-plus innings for his first win since last August, as the San Francisco Giants beat the Arizona Diamondbacks 6-2 on Wednesday. The Colorado Rockies lost 6-0 to San Diego on Wednesday.

burgh's all-time list with his first home of the season.

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## SATURDAY

PHI at WAS, 12:05 p.m.  
STL at NYG, 12:05 p.m.  
BAL at TOR, 12:07 p.m.  
MIL at CIN, 12:10 p.m.  
WAS at MIA, 1:10 p.m.  
PIT at CHC, 12:00 p.m.  
HOU at OAK, 3:05 p.m.  
COL at SF, 3:05 p.m.  
TB at BOS, 3:05 p.m.  
DET at CLE, 3:10 p.m.  
NYM at MIA, 6:10 p.m.  
SD at ATL, 6:10 p.m.  
LAA at KC, 6:15 p.m.  
ARI at LAD, 8:10 p.m.  
TEX at SEA, 8:10 p.m.

## MLB CALENDAR

May 16-17 — Owners' meetings, New York.  
June 12 — Amateur draft starts.  
July 11 — All-Star Game, Miami.  
July 7 — Last day to sign for amateur draft; subject to deadline.  
July 30 — Last day to trade a player without securing waivers.  
Sept. 1 — Active rosters expand to 40 players.  
November 1 — Deadline for teams to make offers to their eligible former players who become free agents, fifth day after World Series.  
November 15 — Deadline for free agents to accept qualifying offers, 15th day after World Series.  
Dec. 10-14 — Winter meetings.

CHARLES DRUPA / AP

**Pittsburgh Pirates' Andrew McCutchen, left, is congratulated by Jordy Mercer, right, after his two-run home run during the first inning at Fenway Park.**



Need help with...

# Medicare

Call Nibby Priest

**270.827.3506**

**Vaughn Insurance**

HENDERSON

With This Coupon

**\$1.00 OFF**

ANY LARGE PIZZA

EXPIRES 4-30-17

4 N. Weinbach

477-7500

408 N. Main

Located in The Station Mall

424-9871

8011 Bell Oaks

490-5555

**TURONI'S**

When you come to the fork in the road, take it, it may lead to Turoni's!

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC)

Public Meeting to solicit feedback on I-69 Ohio River Crossing (I-69 ORX) study.

The first open house will be held from 5 to 7 p.m. Central time on Tuesday, April 18, 2017, Henderson Community College, Preston Fire Arts Center, 2680 S. Green St., Henderson, KY 42420.

A second open house will be held from 5 to 7 p.m. Central time on Thursday, April 20, 2017, Cedar Hill Community School, 2100 N. Fulton Ave., Evansville, IN 47710.

Each open house will include a presentation from the Project Team at 5:30 p.m.

This study will include:

- Analysis of a range of reasonable alternatives
- Public involvement, including opportunities for participation and comments
- Coordination and consultation with local, state and federal agencies
- Assessment of potential impacts to homes, businesses and natural resources
- Consideration of appropriate ways to reduce project impacts

At these meetings, there will be opportunities for questions and comments from the public. Participation is welcomed and encouraged. Copies of open house materials will be available online by Tuesday, April 18, at [www.kentuckytransportation.com](http://www.kentuckytransportation.com), and at the project office located at Indiana Office: 320 Eagle Crest Drive, Suite C, Evansville, IN 47715 and Kentucky Office: 1670 Brent Court, Suite 100, Henderson, KY 42420 after April 21. Written comments regarding this project should be sent to the aforementioned addresses or to [info@i69ohiorx.ky.gov](mailto:info@i69ohiorx.ky.gov).

In accordance with the Americans with Disabilities Act, persons with disabilities requiring assistance and/or accommodation related to accessibility to project documents and participation at the public meeting venue are encouraged to contact the I-69 ORX project team at 888-615-9758. Persons of Limited English Proficiency (LEP) requiring assistance related to accessing project documents and participation at the public meeting venue are also encouraged to contact the I-69 ORX project team. Persons representing an ADA and/or LEP population are encouraged to contact the project team with regard to coordinating services such as language, visual and audio interpretation services. We respectfully request advance notice should ADA and/or LEP services be required.

50-100621

Keeping You Informed.

The Gleaner

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[thegleaner.com](http://thegleaner.com)

Mobile Apps

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Henderson Business Magazine

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## SALUTE THE HENDERSON COUNTY HIGH SCHOOL CLASS OF 2017

Send special full color message to your favorite Henderson County Graduate in The Gleaner's annual graduation section on Friday, May 26, 2017.

**EARLY BIRD DEADLINE** Tuesday, May 15th. Style "A" Only \$35 per ad, Styles "B" and "C" Only \$60 per ad. **Order early and save!**

**AFTER Tuesday, May 15th**, Style "A" Only \$40 per ad, Styles "B" and "C" Only \$65 per ad. **\*One person per photo.**

**FINAL DEADLINE THURSDAY, MAY 19TH AT NOON.**

**STYLE A**  
(Actual Size 1.51" x 3")  
One person per photo.

**STYLE B**  
(Actual Size 3.15" x 3")  
One person per photo.

**STYLE C**  
(Actual Size 3.15" x 3")  
Two Photos/One person per photo

**NEW!! FULLCOLOR PHOTOS!**

**Morgan Elizabeth McPherson**  
Parents: Robe and Elizabeth Ann McPherson  
Congratulations Morgan! We are so proud of you. You're beautiful inside and out. Always believe in yourself and never give up on your dreams.  
We love You! Mom, Dad, Emily, Kiley, Madeline, Nana & Pa

**Rachel Christine Johnson**  
Parents: Dwight and Heather Johnson  
CONGRATULATIONS RACHEL! We couldn't be more proud of your accomplishments. Good luck to you as you pursue your future endeavors  
We love you!  
Mom, Dad, Uncle Bob, Aunt Christine, Grandma and Grandpa

**Morgan Elizabeth McPherson**  
Parents: Robert and Elizabeth Ann McPherson  
CONGRATULATIONS MORGAN! We are so proud of you, and we love you very much. "For I know the plans I have for you," says the Lord. "They are plans for good...to give you a future and a hope." Jeremiah 29:11 TLB  
We Love You!  
Mom, Dad, Emily, Kiley, Madeline, Nana & Pa, Jessica

Name of Graduate

Parents name(s)

Message

Person submitting ad

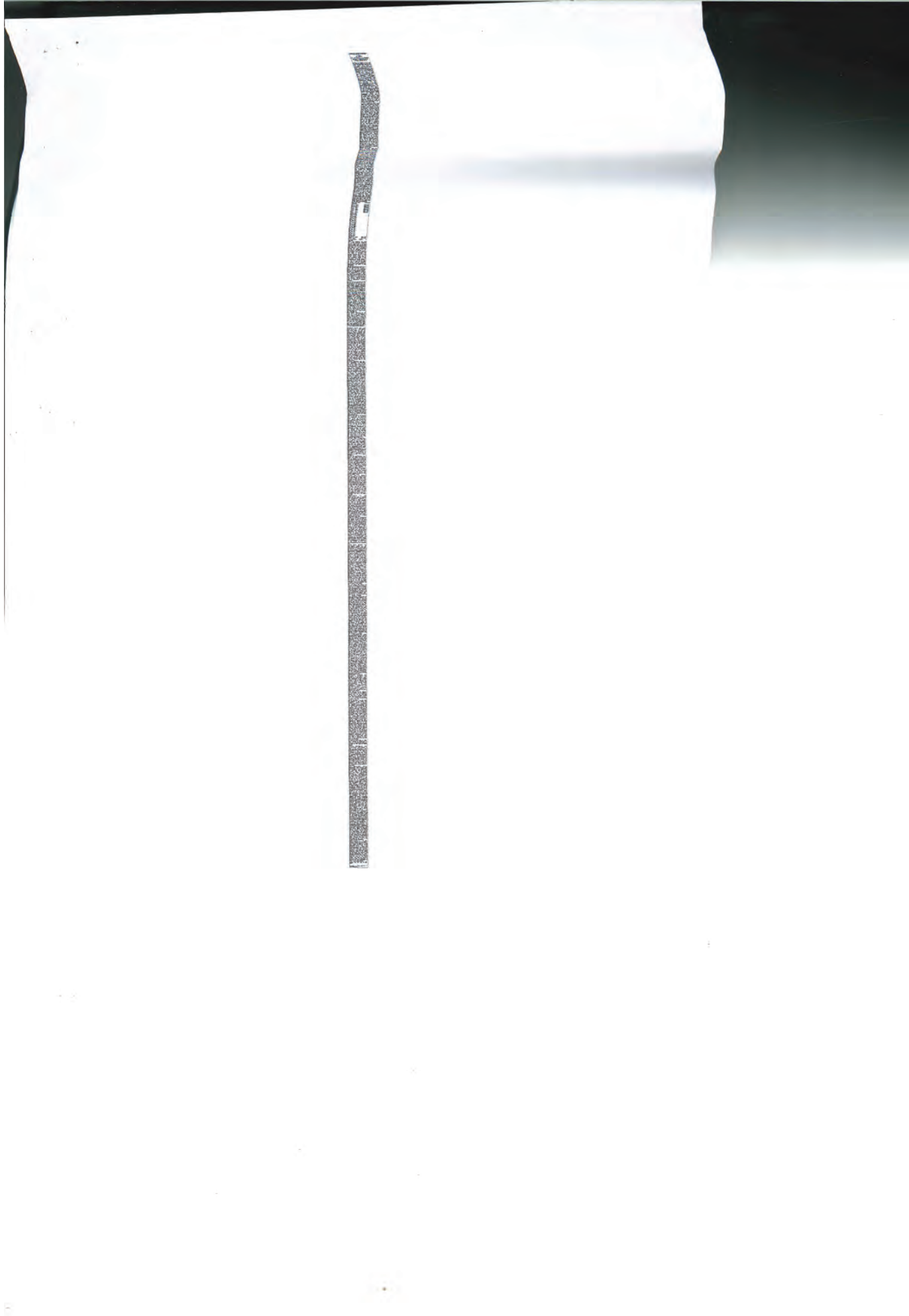
Submitter's address

Daytime phone number

Mail or drop off this coupon with picture and payment to:

**The Gleaner** PO Box 4, 455 Klutzy Park Plaza, Henderson, KY 42416









Prescribed by State of Board Accounts  
 934705 Borshoff  
 (Governmental Unit)

General Form No. 99P (Rev. 2009A)  
 To Evansville Courier & Press

Vanderburgh County, Indiana PO Box 268, Evansville, IN 47702

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall	
total more than four solid lines of the type in which the body of the advertisement is set) -- number	
of equivalent lines --	101.0
Head -- number of lines	0
Body -- number of lines	101.0
Tail -- number of lines	0
Total number of lines in notice	101.0

COMPUTATION OF CHARGES

101.0 lines, 1 columns wide equals 101.0 equivalent lines at 1.93 per line	\$389.86
Additional charges for notices with typing, rule or tabular work	\$0.00
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)	\$0.00
<b>TOTAL AMOUNT OF CLAIM</b>	<b>\$389.86</b>

DATA FOR COMPUTING COST

Width of single column in picas: 9p0	Size of type: 7 pts
Number of insertions: 2	

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.  
 I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times.  
 The dates of publication being as follows:

EC-Evansville Courier & Press 04/12/17 Wed  
 EC-Evansville Courier & Press 04/16/17 Sun

Ad ID 1566003

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.  
☒ Newspaper has a Web site and this public notice was posted on the same day it was published in the newspaper.  
☐ Newspaper has a Web site, but due to technical problem or error, public notice was posted on \_\_\_\_\_  
☐ Newspaper has a Web site but refuses to post the public notice.

Date 4-17-17

Name: Marilyn Stubbins  
 Title: CSR

Attach copy of advertisement here:

Sales Rep: Sharon Alvey (E3405)

Phone: (270) 831-8338

Email: sharon.alvey@thegleaner.com

## > Account Information

Date: 05/03/17

Account Number: / 934705

Company Name: Borshoff

Contact Name:

Email: Whitney.Pflanzer@borshoff.biz

Address: 333 N. Alabama Street

SUITE 300, INDIANAPOLIS, IN, 46204

Phone: (317) 749-0340

Fax:

## > Ad Information

Ad Id: 1568921

Ad Class: 0

Publication: The Gleaner

Start Date: 04/14/17

Stop Date: 04/14/17

No. of Inserts: 1

Total Cost: \$160.00

Columns Wide: 2

No. of Lines: 0

Total Cost: \$160.00

## > Payments

METHOD	CARD TYPE	NAME ON CARD	LAST 4 DIGITS	EXPIRE DATE	CHECK NUMBER	AMOUNT PAID
CC	MC		2089			\$160.00
TOTAL COST						\$160.00
PAID AMOUNT						\$160.00
AMOUNT DUE						\$0.00

## > Copy of Ad

### Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC)

#### Public Meeting to solicit feedback on I-69 Ohio River Crossing (I-69 ORX) study

The first open house will be held from 5 to 7 p.m. Central time on **Tuesday, April 18, 2017, Henderson Community College, Preston Fine Arts Center, 2660 S. Green St., Henderson, KY 42420.**

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# I-69 OHIO RIVER CROSSING



## WHAT'S HAPPENING

- IN and KY are reinitiating a study of the I-69 corridor
- Required federal environmental review is beginning
- Study will take 2 to 3 years
- Many factors will be studied
- Findings will identify route, bridge location and requirements, and financing solutions
- Record of Decision expected in late 2019





# The Missing Link

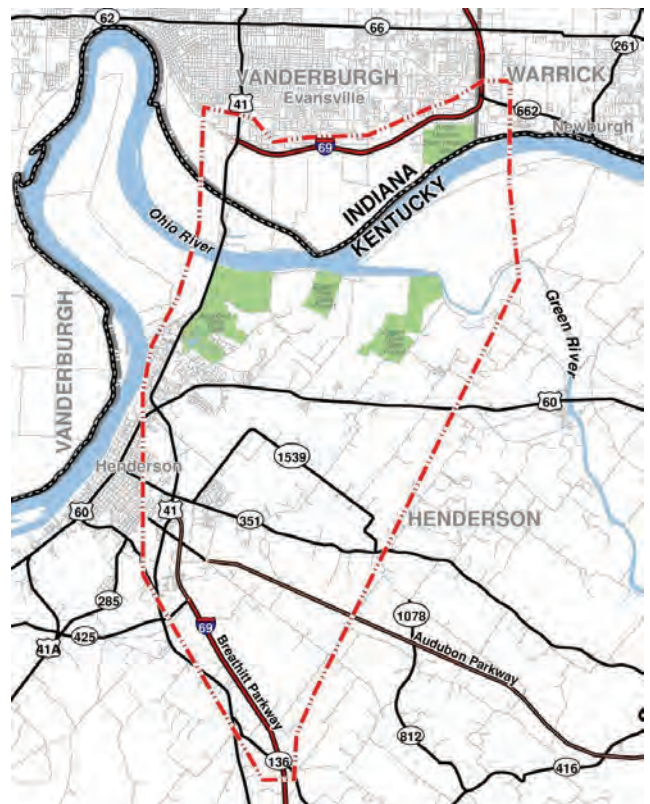
- I-69 ORX is needed to complete I-69 in Indiana and Kentucky
- Both states are completing major improvements to the I-69 corridor
- More than 260 miles of roadway are being improved to interstate standards
- Improvements extend from Mayfield, KY to Martinsville, IN



3

# Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic
- Other significant factors?  
Let us know.



4

# COMPLETING THE CONNECTION

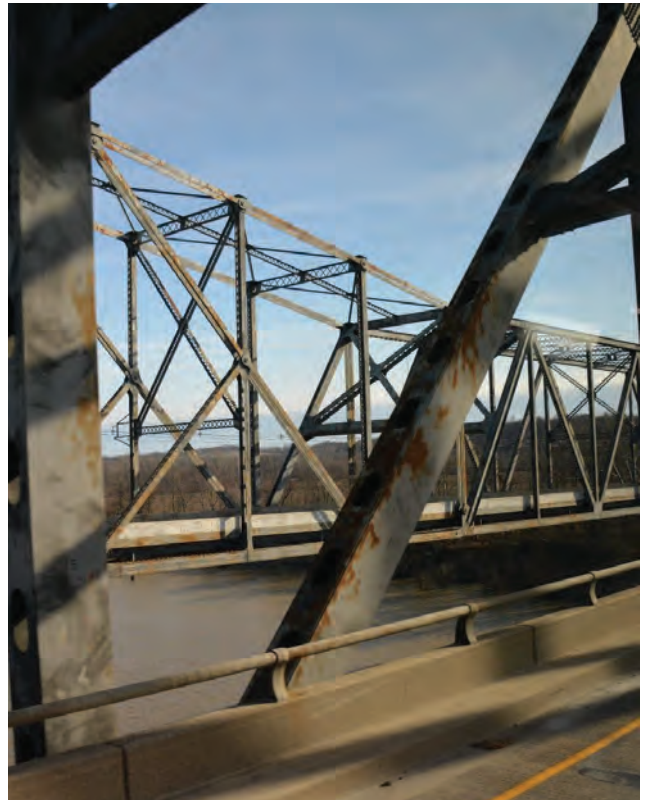
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## Why it Matters

- I-69 crossing is a missing interstate link
- Modern interstate crossing is needed to meet current and future traffic demands
- Improved transportation system leads to increased economic opportunities

6





## A Second Chance

- Draft Environmental Impact Statement completed in 2004
- With no funding source, the project stalled with no Record of Decision

*Since then:*

- IN and KY have improved more than 260 miles to interstate standards
- New crossing is the final connection
- Focus on financial feasibility
- Tolling will be studied as part of a funding solution

7



## A Success Story

### Ohio River Bridges Project

- Two new bridges connecting Louisville and Southern Indiana
- Bi-state effort led by governors
- Local support for solution
- Affordability was the driver
  - Streamlined design
  - Accelerated schedule
  - Added toll revenue to mix

8



# STUDY OF I-69 CORRIDOR

9



## What Happens Now

- Project will build on past work
- Project Team will develop and analyze a range of alternatives
- Impacts to homes, businesses and natural resources will be assessed
- Coordination and consultation with agencies and local officials
- Opportunities for public involvement

10





# Broad Alternatives

- Factors considered:
  - Cost
  - Public support
  - Technical feasibility
  - Financial feasibility
  - Impacts to homes, businesses and natural resources
- Your input is needed

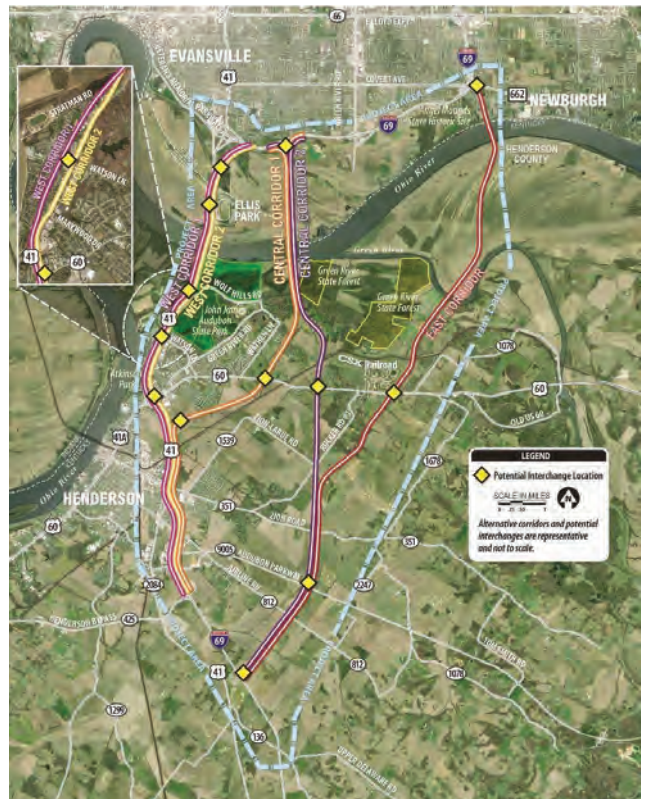
11



# Broad Alternatives

- West Corridor 1
- West Corridor 2
- Central Corridor 1
- Central Corridor 2
- East Corridor

12





# US 41 Twin Bridges

- NB bridge opened in 1932
- SB bridge opened in 1965
- Analysis of alternatives will consider US 41 bridges
- Study to include long-range plan to address future of bridges
- Maintenance costs
- Long-term viability of bridges

13



# Project Timeline

- **Spring 2017:** Identification of a broad range of alternatives. Field studies begin.
- **Summer 2017:** Open houses to discuss short list of alternatives.
- **Summer/Fall 2018:** Preferred alternative is identified and Draft Environmental Impact Statement (DEIS) is published. Public hearings on DEIS.
- **Fall 2019:** Final Environmental Impact Statement and Record of Decision expected.



14

# FIX FOR 41

15



## Fix For 41

- A separate, collaborative project between INDOT and KYTC
- \$25 million project
- Rehabilitate seven US 41 bridges and highway pavement
- Begins this spring and continues through summer 2019

16



## Work Being Done

- 3.8 mile construction zone
- Work includes bridge deck overlay
- Only southbound bridge will be resurfaced
- Additional information:  
[www.fixfor41.indot.in.gov](http://www.fixfor41.indot.in.gov)

17



# I-69 ORX STAY INFORMED

18





# Public Input

- Complete our project survey
- Open houses will be held around key project milestones
- Sign up online for our e-newsletter and project text alerts
- Contact us with your comments
  - By phone
  - In person
  - Online



19

# Contact Us

- Evansville Project Office  
320 Eagle Crest Dr., Ste. C
- Henderson Project Office  
1970 Barrett Ct., Ste. 100
- (888) 515-9756
- [info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)
- Follow progress on our website,  
[www.I69ohiorivercrossing.com](http://www.I69ohiorivercrossing.com)
- Facebook, I-69 Ohio River Crossing
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20



# THANK YOU



[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)



## OHIO RIVER CROSSING

### EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C  
Evansville, IN 47715

### HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100  
Henderson, KY 42420



I-69 OHIO RIVER CROSSING



I69ORX



TEXT ORX TO 33222



888-515-9756

PLACE  
STAMP  
HERE

**I-69 ORX Project Office  
320 Eagle Crest Dr., Suite C  
Evansville, IN 47715**



# SHARE YOUR COMMENTS

I69OHIORIVERCROSSING.COM



**PLEASE  
SIGN IN**



**PUBLIC  
INVOLVEMENT**





# PROJECT OVERVIEW



# RANGE OF ALTERNATIVES







# FIX FOR 41



# SUCCESS STORY: OHIO RIVER BRIDGES





**PLEASE PLACE  
WORKSHEETS  
HERE**



**SECTION 106  
CONSULTING  
PARTY  
INFORMATION**





# WELCOME



## PURPOSE & NEED

### /// 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

Solution to address long-term cross-river mobility

### /// CREATE

Cross-river connection that reduces traffic congestion and delay

### /// IMPROVE

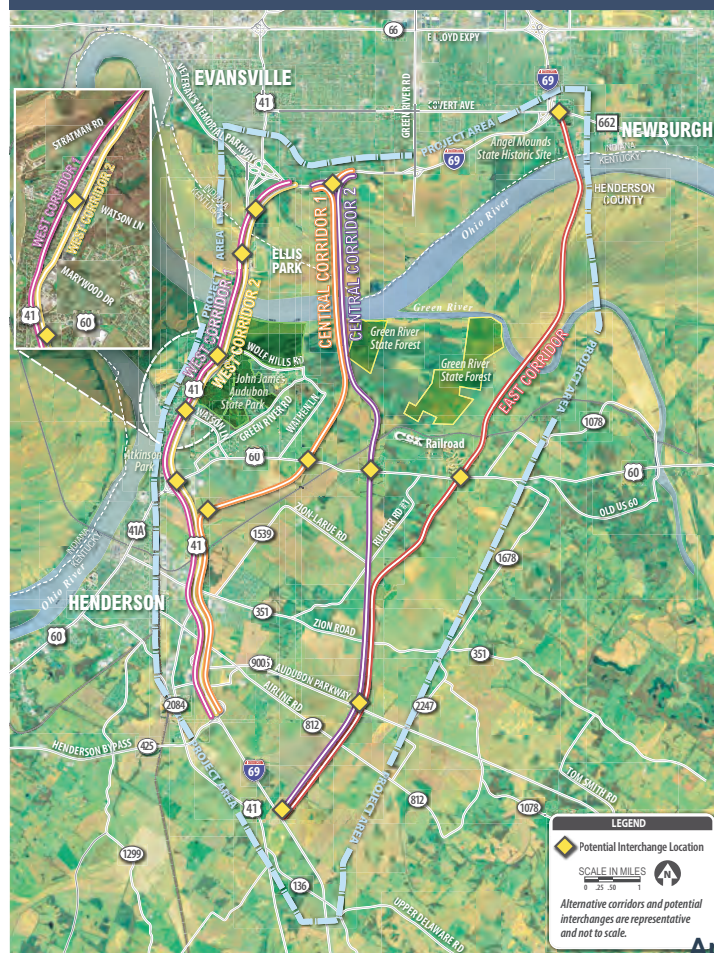
Safety for cross-river traffic



# WHAT'S DIFFERENT NOW?

- 1 In 2004, Indiana and Kentucky were early in their plans to expand I-69
- 2 Smaller, more focused study area with existing segments of I-69
- 3 Approaching it with a right-sized, practical-design mentality
- 4 Indiana and Kentucky have more experience with Alternative Project Delivery Tools
- 5 Considering all financing options

169OHIORIVERCROSSING.COM





A separate, collaborative project between INDOT and KYTC



\$25 million



Rehabilitate seven U.S. 41 bridges and highway pavement

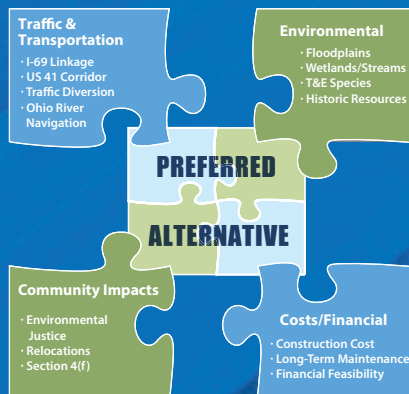


Begins this spring and continues through summer 2019

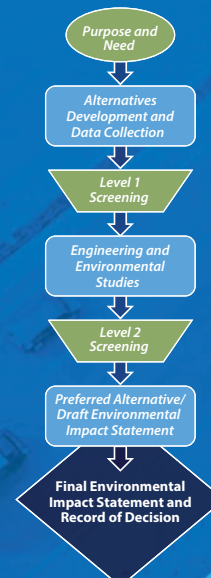
[IN.GOV/INDOT/3459.HTM](http://IN.GOV/INDOT/3459.HTM)

# THE ALTERNATIVES PROCESS

## The Preferred Alternative Must Balance a Range of Factors



## The Alternative Screening Process







# I Speak

Language Identification Card

<input type="checkbox"/> ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	Arabic
<input type="checkbox"/> Ինչպե՞ս ես կարող եմ օգտագործել այս քարտիկը, եթե խոսում կամ կարդում եմ հայերեն:	Armenian
<input type="checkbox"/> যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন।	Bengali
<input type="checkbox"/> ឈ្មោះអ្នកក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។	Cambodian
<input type="checkbox"/> Motka i kahhon ya yangin ūntūngnu' manitai pat ūntūngnu' kumentos Chamorro.	Chamorro
<input type="checkbox"/> 如果你能读中文或讲中文，请选择此框。	Chinese Simplified
<input type="checkbox"/> 如果你能讀中文或講中文，請選擇此框。	Chinese Traditional
<input type="checkbox"/> Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	Croatian
<input type="checkbox"/> Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	Czech

## EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715

P/ 888-515-9756 E/ [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)

## HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

P/ 888-515-9756 E/ [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)





# OHIO RIVER CROSSING

[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)

<input type="checkbox"/>	Cocher ici si vous lisez ou parlez le français.	French
<input type="checkbox"/>	Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	German
<input type="checkbox"/>	Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	Greek
<input type="checkbox"/>	Make kazyé sa a si ou li oswa ou pale kreyòl ayisyen.	Haitian Creole
<input type="checkbox"/>	अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	Hindi
<input type="checkbox"/>	Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	Hmong
<input type="checkbox"/>	Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet.	Hungarian
<input type="checkbox"/>	Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	Ilocano
<input type="checkbox"/>	Marchi questa casella se legge o parla italiano.	Italian
<input type="checkbox"/>	日本語を読んだり、話せる場合はここに印を付けてください。	Japanese

## EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715

P/ 888-515-9756 E/ [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)

## HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

P/ 888-515-9756 E/ [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)





# OHIO RIVER CROSSING

I69OHIORIVERCROSSING.COM

<input type="checkbox"/>	Assinale este quadrado se você lê ou fala português.	Portuguese
<input type="checkbox"/>	Însemnați această căsuță dacă citiți sau vorbiți românește.	Romanian
<input type="checkbox"/>	Пометьте этот квадратик, если вы читаете или говорите по-русски.	Russian
<input type="checkbox"/>	Обележите овај квадратик уколико читате или говорите српски језик.	Serbian
<input type="checkbox"/>	Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	Slovak
<input type="checkbox"/>	Marque esta casilla si lee o habla español.	Spanish
<input type="checkbox"/>	Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	Tagalog
<input type="checkbox"/>	ให้กาเครื่องหมายลงในช่องดำผ่านถ่านหรือพูดภาษาไทย.	Thai
<input type="checkbox"/>	Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	Tongan
<input type="checkbox"/>	Відмітьте цю клітинку, якщо ви читаете або говорите українською мовою.	Ukrainian

## EVANSVILLE PROJECT OFFICE

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## HENDERSON PROJECT OFFICE

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P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com



# COMMENTS AND QUESTIONS

NAME

PHONE (OPTIONAL)

ADDRESS

EMAIL ADDRESS



**OHIO RIVER  
CROSSING**

888-515-9756

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# OHIO RIVER CROSSING

Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

The states have reinitiated a study of the I-69 corridor, required under the National Environmental Policy Act.

The study is expected to take 2-3 years, and will identify the route, bridge location and requirements, and financing solutions for a new I-69 Ohio River Crossing.

## The study will include:

- Analysis of a range of reasonable alternatives.
- Public involvement.
- Coordination and consultation with numerous agencies and local officials.
- Assessment of potential impacts to homes, businesses and natural resources.
- Consideration of appropriate ways to reduce project impacts.

### Proposed Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky.
- Develop a solution to address long-term cross-river mobility.
- Provide a cross-river connection to reduce congestion and delay.
- Improve safety for cross-river traffic.

### A Second Chance

- A Draft Environmental Impact Statement was completed in 2004.
  - With no funding source, the project stalled with no Record of Decision.
- Since then:*
- Indiana and Kentucky are improving more than 260 miles of roadway to interstate standards.
  - The new crossing will be the final connection.
  - Tolling will be studied as part of a funding solution.

Identification of a broad range of alternatives. Field studies begin.

**Spring 2017**



Preferred alternative is identified and Draft Environmental Impact Statement (DEIS) is published. Public hearings held on DEIS.

**Summer/Fall 2018**



**Summer 2017**

Open houses to discuss the short list of alternatives.



**Fall 2019**

The Final Environmental Impact Statement and Record of Decision are expected.

Follow our progress



**I69ohiorivercrossing.com**



**I-69 Ohio River Crossing**



**@I69ORX**

### Evansville Project Office

320 Eagle Crest Dr., Ste. C  
Evansville, IN 47715

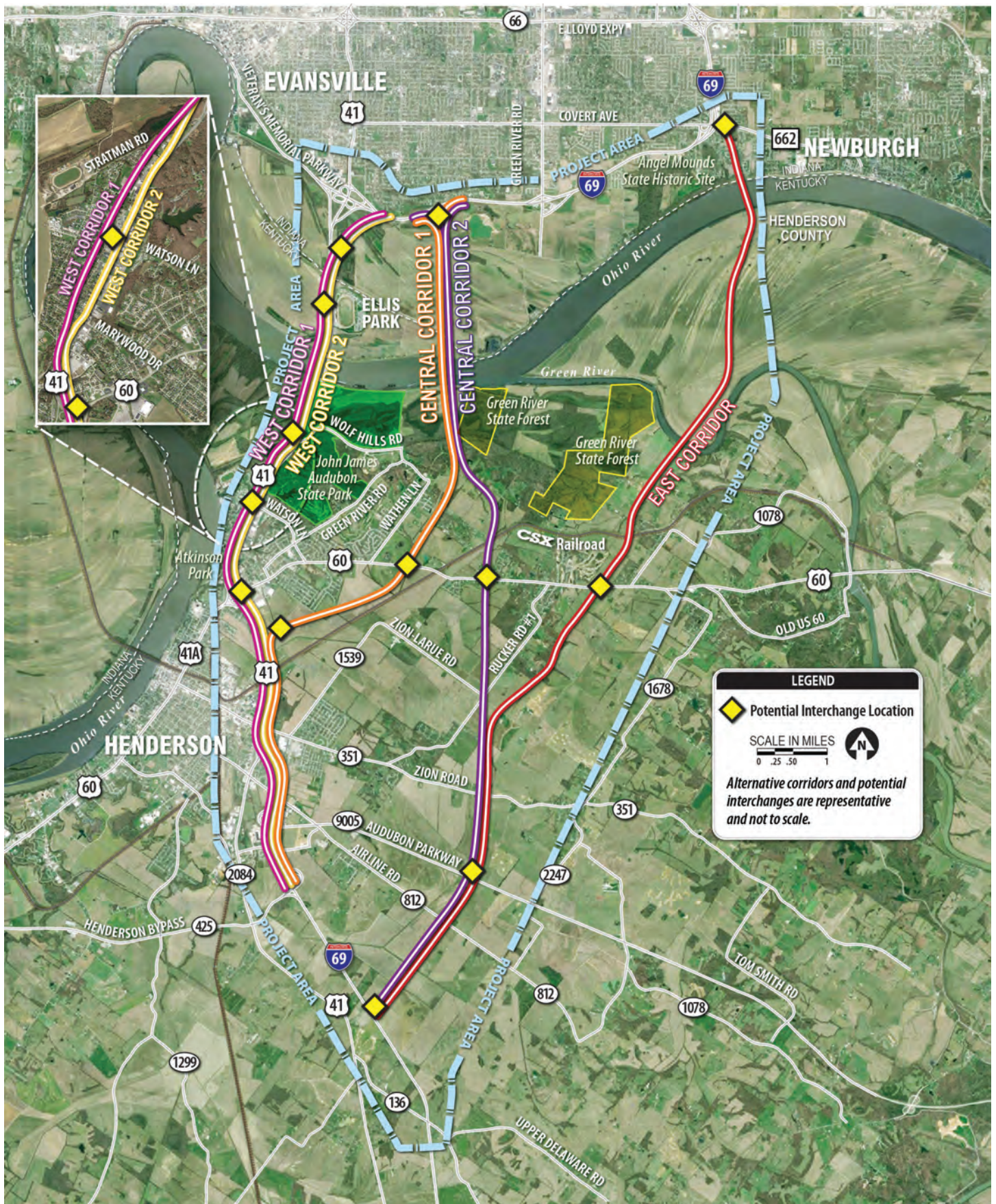
(888) 515-9756  
info@I69OhioRiverCrossing.com

### Henderson Project Office

1970 Barrett Ct., Ste. 100  
Henderson, KY 42420

(888) 515-9756  
info@I69OhioRiverCrossing.com









# I-69 Ohio River Crossing Project Survey

Name: \_\_\_\_\_

Full Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? (check one):

- ☐ I live in the area.
- ☐ I live elsewhere, but cross the existing US 41 bridges frequently.
- ☐ I cross the US 41 bridges infrequently, but I'm interested in the project.

Do you or your family own property along any of the broad alternatives being considered?

- ☐ Yes ☐ No

If you answered yes, which broad alternative could affect your property?

- ☐ West Corridor 1 ☐ West Corridor 2 ☐ Central Corridor 1 ☐ Central Corridor 2 ☐ East Corridor

## Proposed Purpose and Need

The proposed purpose and need for the I-69 Ohio River Crossing Project is to complete the I-69 connection between Indiana and Kentucky, develop a solution to address long-term cross-river mobility, provide a cross-river connection to reduce congestion and delay, and improve safety for cross-river traffic.

Do you think there are other significant factors the Project Team should consider?

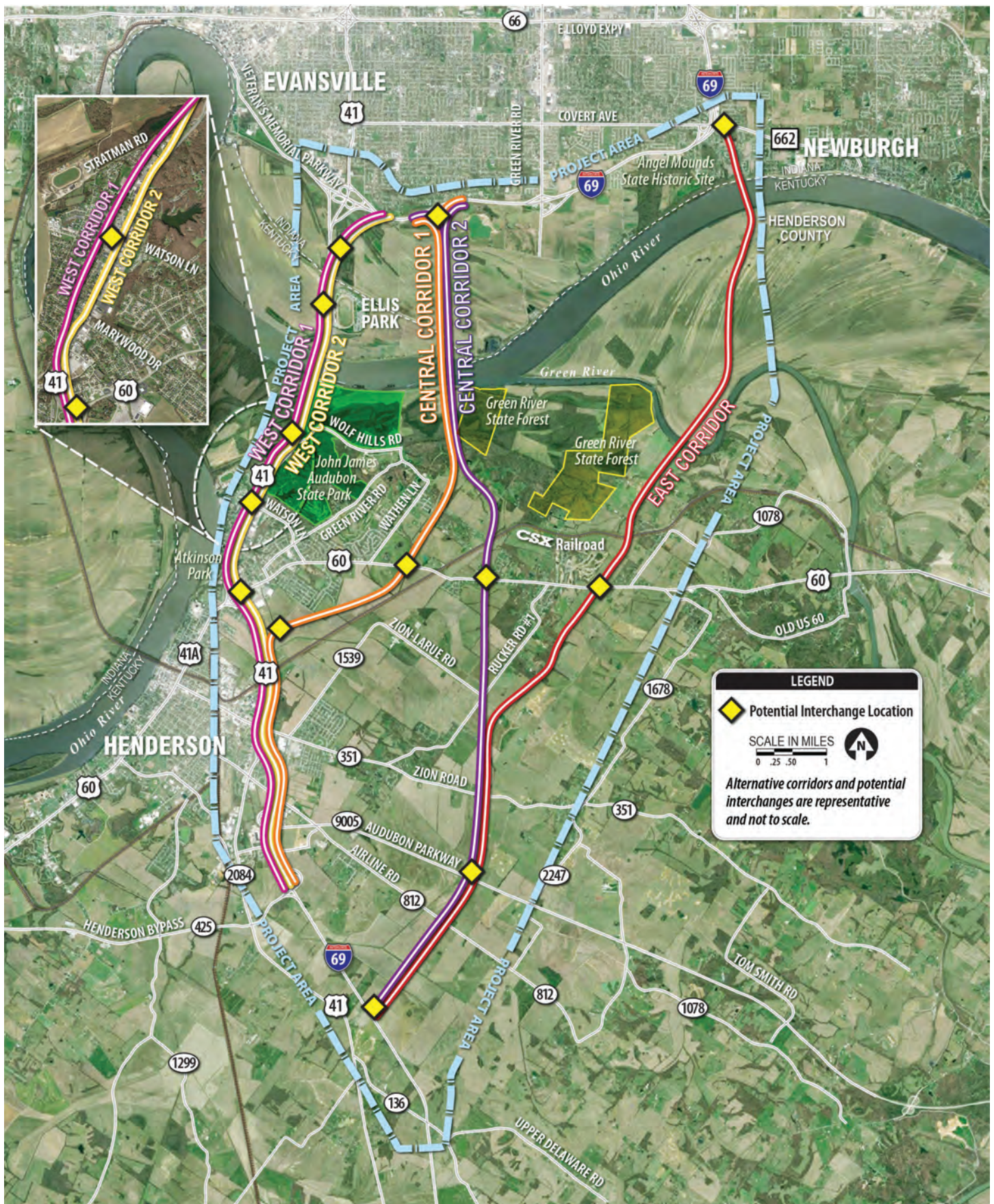
## Range of Alternatives

A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?

Several factors will be considered including cost; public support; technical and financial feasibility; and potential impacts to homes, businesses and natural resources. When considering the I-69 Ohio River Crossing Project, what factors are important to you?

Should other alternatives be explored? If so, use the back of this sheet to mark where the alternative would run on the map.









## MEMORANDUM

**To:** I-69 ORX Project Team

**From:** Public Involvement Team

**Date:** September 5, 2017

**Subject:** Summary for July Public Open Houses

---

The second round of public open houses for I-69 ORX were held:

- Monday, July 31, 2017, 5-7 p.m. in the Crescent Room at Milestones in Evansville
- Tuesday, Aug. 1, 2017, 5-7 p.m. at Henderson Community College in Henderson

### 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 July 26 and August 3. This generated 32 media mentions and reached an estimated 753,000 residents. Outlets included:

- WEVV-TV
- WTVW-TV
- WFIE-TV
- WNIN, Tri-State Public Media
- The Evansville Courier & Press
- The Henderson Gleaner
- WIKY radio
- WSON radio
- Inside Indiana Business
- WAVE-TV

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. Fliers were also delivered to many churches in Henderson and Evansville.

## MEMORANDUM – July Public Open House Summary

### Meeting Details

Each meeting included open house hours from 5 to 6 p.m. CT, a formal presentation at 6 p.m. and open house hours until 7 p.m.

Public transportation to the Evansville open house was available via Metropolitan Evansville Transit System (METS), through regular route service. One person used the free route for the Henderson open house, provided by Henderson Area Rapid Transit (HART). That route provided transportation from Third and Main in downtown Henderson to Henderson Community College.

There were four stations:

- **Welcome/sign in table**
- **Public involvement table**, where individuals received the screening summary and public outreach handouts, follow our progress cards and comment cards
- **Project overview and screening report station**, where individuals could learn more about the process to complete the Draft Environmental Impact Statement, discuss elements of the Screening Report, review the proposed Purpose and Need, sign up to be a Consulting Party and pick up information about INDOT's land acquisition process
- **Corridors station**, divided into the three corridors carried forward. Residents could view and discuss maps of the proposed routes and proposed typical sections

### Attendance

According to the official sign-in sheets, 126 people attended the Evansville open house and 207 people attended the Henderson open house.

- Evansville notable attendees (elected officials, etc.):
  - Jerry Parkinson, representing U.S. Congressman Joe Donnelly (Indiana)
  - Deputy Mayor Steve Schaefer (Evansville)
  - Council President Missy Mosby (Evansville)
- Henderson notable attendees:
  - Mayor Steve Austin (Henderson)
  - Judge Brad Schneider (Henderson County)
  - Russell Sights (Henderson)
  - Mark Welch (KYTC Department of Rural and Municipal Aid)
- Evansville Open House – Media Attendance
  - WEHT-TV, Stuart Hammer
  - WEVV-TV, Lauren Leslie
  - Courier & Press (The Gleaner), John Martin
  - WNIN radio, John Gibson

## MEMORANDUM – July Public Open House Summary

- Henderson Open House – Media Attendance
  - WNIN radio, John Gibson
  - WSON radio, Bill Stephens
  - The Gleaner (Courier & Press), John Martin
- Project Team attendance (reflects both meetings)
  - INDOT: Janelle Lemon, Paul Boone, Jim Poturalski, Susan Harrington, Ron Bales and Mary Kennedy
  - KYTC: Gary Valentine, Keith Todd, David Waldner, John Rudd and Wade Clements
  - FHWA: Michelle Allen (IN), Duane Thomas (KY) and Eric Rothermel (KY)
  - Parsons: Dan Prevost, Steve Nicaise and Cory Grayburn
  - Taylor Siefker Williams Design Group: Amber Schaudt, Scott Siefker and Amin Omidy
  - Compass Outreach Solutions: Erin Pipkin
  - C2 Strategic Communications: Mindy Peterson, Chad Carlton and Kaitlin Keane
  - HMB: Ken Sperry and Mitch Green
  - Stantec: Brian Aldridge
  - AEI: Kevin McClearn
  - HNTB: Chris Meador

### Comments received during and after the meetings

As of August 16, 2017, the Project Team received 60 comment cards at or after the open houses, including:

- 29 turned in at the Evansville open house
- 19 turned in at the Henderson open house
- 14 emailed, or mailed to or dropped off at one of the project offices

More than 60 individuals submitted questions and comments via email, the project office, social media, mail and/or phone.

### Comments Received in Support of Specific Corridors

West Corridor 1 (9 individuals)

- At this point West 1 seems to have the best route that helps businesses in Henderson.
- I prefer the West 1 & West 2 options. I like the inclusion of a trail and think the bridge should also include non-motorized accommodations.
- I can see the value of not bypassing the Henderson business strip if one of the West Corridors is chosen.
- I strongly favor the West Corridor 1 route.
- I favor more business instead of residential: west corridor 1.

## MEMORANDUM – July Public Open House Summary

- I think the Western options will result in a lower overall environmental impact even though it might clip off the NW corner of Eagle Slough. Please work with the owner of Eagle Slough (Sycamore Land Trust) if either of the Western Corridor options is selected.
- I prefer West Corridor 1. Most feasible.
- West Corridor 1 appears to have the least environmental impacts in comparison with the other two identified.
- I believe going to the West 1 route (even though it could be the most expensive route) keeps Henderson in the economical race with the interstate. Not hiding Henderson strip from I-69 is a major plus.

### West Corridor 2 (4 individuals)

- I prefer the West 1 & West 2 options. I like the inclusion of a trail and think the bridge should also include non-motorized accommodations.
- I can see the value of not bypassing the Henderson business strip if one of the West Corridors is chosen.
- I think the Western options will result in a lower overall environmental impact even though it might clip off the NW corner of Eagle Slough. Please work with the owner of Eagle Slough (Sycamore Land Trust) if either of the Western Corridor options is selected.
- West 2 is what I would advocate, least disruptive to the residential area. If we don't keep 41 viable it will look like Kentucky Ave. on the south end of Evansville, where the death of an active commercial road led to the downfall of the residential area in the south of Evansville, an area where Kentucky Ave. had many commercial businesses (McDonald's, Farmer's Daughter).

### Central Corridor 1 (27)

- Central Corridor seems to be the fastest build with least removal of houses & businesses – however, how to make 41 still be viable and not a ghost town seems to be a problem!
- Warrick Chamber is in support of the Central Route #1. It is most effective to build & provides the best option of being built.
- Central 1 is best option for growth and development for the Henderson, KY area.
- I strongly support the central corridor 1. It will not displace families & homes, as well as not displace businesses.
- We favor Central Corridor 1 as being less disruptive than either West Corridor.
- I would prefer the use of Central Corridor 1 for the following reasons: 1. Low construction cost, 2. Fewest residential areas, 3. Does not alter US 41 traffic on twin bridges, 4. Does not impact US 41 commercial district in Henderson, 5. Could remove truck traffic off twin bridges and 6. Limited environmental impact.
- I like central corridor best with keeping the youngest twin bridge.
- The central corridor #1 route makes the most sense as it saves tax payer dollars upfront.



## MEMORANDUM – July Public Open House Summary

- Since the no build option won't work, we have one choice: central corridor 1.
- The members of the board of 69 BridgeLink encourages the use of central corridor 1 as the route for the I-69 Ohio River Crossing project.
- Central has the best bang for the bucks.
- Of the three corridors still being considered, I prefer the Central 1 corridor because it is the cheapest, it displaces fewer homes and businesses, and the twin bridges are historically significant to the area and worth saving for use as a secondary route across the Ohio River.
- Central 1 is the best option.
- I feel that Central Corridor 1 is the best option for the new toll bridge.
- Support central corridor options!
- A central corridor seems to make the most sense because it will: Be cheaper to build. Remove only a small number of homes and no businesses will be lost. Be considerably less disruptive to the Henderson community. Create a redundancy for crossing the Ohio River for convenience, emergency, or catastrophic event. We live in the third largest metropolitan area on the Ohio River, in the state of Kentucky, and we only have one river crossing.
- It is my opinion that central #1 is the best. It would get semi-trucks off the strip and still allow local traffic for those businesses. It gives us a second set of bridges that I believe we need.
- I am in favor of the central corridor. We need an additional river crossing. When a barge hits the bridge, that bridge is shut down for several hours. I am not in favor of displacing residents & businesses. We need to look at a long-term solution for a long-term project. Not a short-term solution for a long-term problem. Farmers will also need a way to get farm equipment back and forth. Interstate only will put a hardship on them moving their equipment.
- I am for the central corridor 1. It will not impact homes & business and destroy them as the west corridors will. Either west corridor will change Henderson as we know it. If the plan calls for destroying both twin bridges, it will destroy and kill the 41 strip as we know it. Need to leave at least one bridge operational. Central 1 will also be the cheapest to build and the cheapest to maintain in the future.
- The Central 1 path is the most logical and least amount of interruption for homes and businesses.
- Vote for Central Corridor 1. Go ahead and build a six-lane I-69 bridge for the future when it is no longer viable to keep the US 41 bridges.
- I favor Central Corridor 1, but most definitely want to retain the 1965 span of the Twin Bridges, preferably with no tolling.
- I favor central corridor 1 that builds I-69 east of Ellis Park, and the John James Audubon State Park. It's the least expensive and it would be the least disruptive to the 41 strip.

## MEMORANDUM – July Public Open House Summary

- We strongly support the central corridor. We determined we need to keep one of the existing bridges open to handle when bridges need repair, accidents, routing for community events. Building the new bridges in the central corridor will alleviate the safety issues when a bridge has to go down for maintenance.
- Central Corridor #1 makes the most sense for several reasons: lowest construction costs, least disruptive during construction to homes, businesses, traffic, least impact on existing businesses & residents, it creates 2 crossing options rather than one and the road will feel less congested since 41 traffic will continue.
- There are only a few areas of well-preserved wetlands near the Ohio River that have easy access for people to observe birds and native plants. Please select Central Corridor1 for the new bridge.
- I would rather see the Central Corridor adapted. This would bypass the busy area. I know it keeps the twin bridges, but maybe one could be decommissioned.

### Comments Against Specific Corridors

#### West Corridor 1 (23 individuals)

- The cost of buying all the businesses/residences will escalate the west 1 & west 2 project.
- With the number of homes and families that will be affected with Corridors West 1 & 2, there is not enough affordable housing in Henderson for them to be located in Henderson.
- If they go with the West Corridor, we will have the same problems we have now which is having wrecks & maintenance shutting down N-S traffic between Evansville & Henderson.
- Living as close as I do to Watson Lane, my concern is how close it might come to my home. Noise could be a factor, congestion, etc.
- The western corridor presents a potential noise and fragmentation threat to Eagle Slough and to Audubon Park.
- I am totally against displacing 300 homes.
- I don't believe the west corridors are in the best interest of our community. No matter which corridor is chosen, the results would be devastating to the Henderson residents and its business district.
- The remaining homeowners would likely see reduced property values which would lead to less property tax for local government. The people displaced from their homes will have a hard time finding new homes, since there is already a housing shortage in the area.
- All 3 routes WC1, WC2 & Central C1 don't bring any development or expansion due to it being in a floodplain! I hope the powers to be would think about the future of Henderson and design an Interstate that would bring possibilities!
- We do not want pile driver noise or damage in our old age. If you are doing [this], we would rather you just buy our house.

## MEMORANDUM – July Public Open House Summary

- West Corridor 1 & 2 will cause too much disruption and economic loss for businesses and the people.
- The west and central corridors appear to affect even more neighborhoods in total than the east corridor, due to the central and western routes going through some densely populated areas of Henderson.
- The western corridor also runs right through the heart of Henderson’s northern and central commercial districts. The disruption during construction, and the severing of east and west after construction due to the nature of a limited access highway, would cause significant and permanent economic harm.
- The west corridor is further flawed by running next to Eagle Slough Natural Area, which would disrupt prime nesting areas for Bald Eagles and other wildlife there.
- Of the three corridors still under consideration, two of them (West 1 and West 2) will seriously impact the Eagle Slough Natural Area.
- Both of the options for the Western Corridor will greatly impact Eagle Slough Natural Area, a beautiful and important wetland forest owned and protected by Sycamore Land Trust.
- I am writing to express my opposition to two of the proposed routes for I-69 – West Corridors 1 and 2 – because they will pass by or possibly through two environmentally sensitive areas that have been protected by conservation groups, including Sycamore Land Trust (Eagle Slough Natural Area) and the Kentucky DNR (John James Audubon State Park).
- None of the 3 remaining Ohio River Crossing corridors look great, as they all impact natural areas, but the two western corridors are so close to Eagle Slough and Audubon State Park that I fear they would imperil the forested swamp in the area.
- Eagle Slough Natural Area and the John James Audubon State Park are environmentally sensitive areas that are protected by conservation groups (Sycamore Land Trust and the Kentucky DNR, respectively). The two proposed routes that would negatively affect these areas are West Corridors 1 and 2.
- Please consider the proximity of Eagle Slough, a wildlife protection area, to the 2 western routes. The choice of either of these routes could cause harm to this wild area.
- I am concerned about the disruption to homes and businesses that the two west corridors would cause.
- Two of the routes under consideration for the I-69 western corridor would have a significant detrimental impact to Eagle Slough.
- Both of the west corridor choices have too many environmental impacts on well-established wildfire area such as the Eagle Slough Natural Area.

## MEMORANDUM – July Public Open House Summary

### West Corridor 2 (22 individuals)

- The cost of buying all the businesses/residences will escalate the west 1 and 2 project.
- The west corridor 2 could be very detrimental to both Eagle Slough & John James Audubon State Park.
- Both of the west corridor choices have too many environmental impacts on well-established wildfire area such as the Eagle Slough Natural Area.
- Two of the routes under consideration for the I-69 western corridor would have a significant detrimental impact to Eagle Slough.
- With the number of homes and families that will be affected with Corridors West 1 & 2, there is not enough affordable housing in Henderson for them to be located in Henderson.
- If they go with the West Corridor, we will have the same problems we have now which is having wrecks & maintenance shutting down N-S traffic between Evansville & Henderson.
- The western corridor presents a potential noise and fragmentation threat to Eagle Slough and to Audubon Park.
- All 3 routes WC1, WC2 & Central C1 don't bring any development or expansion due to it being in a floodplain! I hope the powers to be would think about the future of Henderson and design an Interstate that would bring possibilities!
- We do not want pile driver noise or damage in our old age. If you are doing [this], we would rather you just buy our house.
- West Corridor 1 & 2 will cause too much disruption and economic loss for businesses and the people.
- The west and central corridors appear to affect even more neighborhoods in total than the east corridor, due to the central and western routes going through some densely population areas of Henderson.
- The western corridor also runs right through the heart of Henderson's northern and central commercial districts. The disruption during construction, and the severing of east and west after construction due to the nature of a limited access highway would cause significant and permanent economic harm.
- The west corridor is further flawed by running next to Eagle Slough Natural Area, which would disrupt prime nesting areas for Bald Eagles and other wildlife there.
- West Corridor 2 and the Central Corridor 1 both have some environmental impact issues given their proximity to Audubon State Park, the wetlands and the Green River State Forest.
- Of the three corridors still under consideration, two of them (West 1 and West 2) will seriously impact the Eagle Slough Natural Area.
- Both of the options for the Western Corridor will greatly impact Eagle Slough Natural Area, a beautiful and important wetland forest owned and protected by Sycamore Land Trust.



## MEMORANDUM – July Public Open House Summary

- I don't believe the west corridors are in the best interest of our community. No matter which corridor is chosen, the results would be devastating to the Henderson residents and its business district.
- I am writing to express my opposition to two of the proposed routes for I-69 – West Corridors 1 and 2 – because they will pass by or possibly through two environmentally sensitive areas that have been protected by conservation groups, including Sycamore Land Trust (Eagle Slough Natural Area) and the Kentucky DNR (John James Audubon State Park).
- None of the 3 remaining Ohio River Crossing corridors look great, as they all impact natural areas, but the two western corridors are so close to Eagle Slough and Audubon State Park that I fear they would imperil the forested swamp in the area.
- Eagle Slough Natural Area and the John James Audubon State Park are environmentally sensitive areas that are protected by conservation groups (Sycamore Land Trust and the Kentucky DNR, respectively). The two proposed routes that would negatively affect these areas are West Corridors 1 and 2.
- Please consider the proximity of Eagle Slough, a wildlife protection area, to the 2 western routes. The choice of either of these routes could cause harm to this wild area.
- I am concerned about the disruption to homes and businesses that the two west corridors would cause.

### Central Corridor 1 (9 individuals)

- The cost figures that are provided do not include the cost of the new bridge(s) for highway 41 for Central Corridor 1, while those for the 2 west corridors include it. Those costs need to be added to central corridor 1 when evaluating the alternatives. Also, it is listed that central corridor 2 would impact the Green River State Forest. Central Corridor 1 would also impact that state forest and should be a consideration.
- It was stated that no businesses would be affected with central corridor 1. Just a reminder that farming is a business.
- The central corridor route fragments the Green River State Forest and results in the loss of important habitat, including the Indiana Brown Bat habitat.
- The Central Corridor route will cause a serious storm water problem. All water in that section of the county and city will be channeled to Canoe Creek which goes through the City of Henderson.
- All 3 routes WC1, WC2 & Central C1 doesn't bring any development or expansion due to it being in a floodplain! I hope the powers to be would think about the future of Henderson and design an Interstate that would bring possibilities!
- Don't advocate the death of 41 that would happen with the central corridor.

## MEMORANDUM – July Public Open House Summary

- The west and central corridors appear to affect even more neighborhoods in total than the east corridor, due to the central and western routes going through some densely populated areas of Henderson.
- West Corridor 2 and the Central Corridor 1 both have some environmental impact issues given their proximity to Audubon State Park, the wetlands and the Green River State Forest.
- I feel taking the Central 1 route could be a bad economical decision in the long run for Henderson.

### Neutral Comments about Corridors

- Both west corridors estimates should include an extra \$20-25 million for upgrades to the clover leaf (US 60) interchange improvements.
- If you choose one of the West corridors, please consider a friendly entrance to Audubon Park.
- If you use the Central corridor, please make the entrance onto existing 41; where people can easily get off on the Zion exit and come to downtown Henderson (i.e. don't make it where Henderson loses the economic benefit of increasing traffic to the downtown area).

### Comments about the Existing US 41 Bridges or Need for a Redundant Crossing

Keep One or Both Bridges Open (30 individuals/groups)

- I feel it is imperative to have 2 sets of bridges over the Ohio River of Evansville. If one set is down for repairs, crashes, natural disasters or bridge injury, it would be a major inconvenience to cross at Owensboro and dangerous.
- I think for safety sake you need to keep the existing bridge from Evansville to Henderson and build a new one for 69.
- I think getting rid of the twin bridges would be a huge mistake.
- My vote is to remove one bridge on US 41. Replace with double decker 3 lane span.
- Evansville/Henderson metro area needs another bridge crossing. Need that for safety and traffic alternative. Look at all the bridges in Louisville, New Albany, Jeffersonville.
- Central Corridor #1 makes the most sense for several reasons: lowest construction costs, least disruptive during construction to homes, businesses, traffic, least impact on existing businesses & residents, it creates 2 crossing options rather than one and the road will feel less congested since 41 traffic will continue.
- Most important is another bridge. If something would happen, either by man or nature to a new bridge (west corridor 1&2) and shut down the only bridge, just even for a day or for years, would have a major impact on this area.
- There is also a safety factor, a new bridge (& leave 1 of the existing bridges open).
- The news that two of the corridors would lead to the closure of the twin bridges came as a shock. I think the initial announcement didn't address the concerns about losing hopes for redundancy.

## MEMORANDUM – July Public Open House Summary

- We must keep both the HWY 41 bridges!
- [Central Corridor 1] allows for the continued use of the current twin bridges. The 69 BridgeLink board feels this additional option of travel between Indiana and Kentucky is a critical safety and social needs.
- We feel that allowing local traffic to cross the twin bridges for free is critical to making the case for tolling the new I-69 bridge.
- I am not in favor of getting rid of both twin bridges. Keep at least 1 of them.
- Build a new bridge & leave both old bridges; maintain old bridges with a toll. Ideally, old bridges should be kept.
- A new bridge needs to be built and the twin bridges need to be kept and maintained. I would hate to see an old and established community destroyed in order to save a few dollars on bridge maintenance.
- I can't see any reason to choose a path that would eliminate the twin bridges. With no semi or greatly reduced semi traffic on twin bridges that should prolong their life greatly I would think. I vote central #1.
- We need an additional river crossing. When a barge hits the bridge, that bridge is shut down for several hours.
- Farmers will also need a way to get farm equipment back and forth. Interstate only will put a hardship on them moving their equipment.
- If the plan calls for destroying both twin bridges, it will destroy and kill the 41 strip as we know it. Need to leave at least one bridge operational.
- We need to maintain US 41 bridge as well as a new I-69 bridge. This also helps with future major construction, accidents and emergency calamities. The state could save money by removing one of two US 41 bridges; however they already have commitment to maintain US 41 bridges. This is not a new burden for them (the government), as west corridor 1 & 2 will be upon the people of this area.
- This region needs an additional crossing, not a replacement.
- I most definitely want to retain the 1965 span of the Twin Bridges, preferably with no tolling.
- It would be optimal to retain both Twin Bridges and use the 1932 span solely for pedestrians, cyclists and mopeds.
- Most cities with a major river to cross next to them have more than one bridge to keep business flow moving along. Evansville and Henderson are on a major path from north to south. Both cities could see an increase in traffic, tourism and business with an additional bridge added to the area.
- My concern is replacing the existing bridge – bridges with one bridge. Whether we have a manmade catastrophe or act of God, that would be devastating. Not just to the tristate area, but all the way from Canada to Mexico if we put all our eggs in one basket.

## MEMORANDUM – July Public Open House Summary

- Whenever a barge hits the twin bridges, it's usually a major traffic snarl along US 41, and it's so hard to get across between Evansville and Henderson. If it's a major wreck, bridge construction, traffic, it's a nightmare. We simply need another way across.
- Paducah, Kentucky has two crossings. Owensboro has two river crossings. With the new bridge and the new 231 across it. Louisville has four Ohio River crossings. I wonder how Evansville and Henderson will continue to grow as a hub of the tristate, with only one bridge crossing.
- We need to keep one of the existing bridges open to handle when bridges need repair, accidents, routing for community events. We believe there's a safety concern when you route three lanes of traffic on one bridge like they doing right now, going in opposite directions.
- What's the cost to demolish a bridge versus the annual maintenance charges from the heavy truck traffic taken on the bridge? It might be cheaper in the short term, and in the middle term, to leave the bridge in place, and pay the maintenance rather than pay the big one-time cost of demolishing it.
- If heavy truck traffic was diverted to the new bridge only, these costs should be reduced and lengthen the life of the twin bridges. A small toll on the twin bridges could also be put in place to help offset the maintenance costs.

### Demolish Both US 41 Bridges (2 individuals)

- I also favor taking both of the old twin bridges out of service and totally replacing them with a new six (6) lane interstate bridge.
- I think taking both of the old twin bridges out of service and placing tolls on the new bridge will provide the most efficient transportation link between the two states for I-69 and will provide for the lowest cost in the long run.

## Comments about Tolling and Financing

### Supporting Tolling (13 individuals)

- Toll the new bridge.
- I believe tolling is sensible, having less toll on US 41 makes sense, eliminating most truck traffic from US 41 (or tolling them more heavily) would help congestion and long-term maintenance costs.
- Tolling is a key piece to funding a project of this size and we [BridgeLink] are ready to help make the case for it.
- If the central corridor is chosen & both sets of bridges are tolled, please consider less toll on 41 bridges to encourage visitors.
- Maintain old bridges with a toll.
- I have no opposition to placing tolls on the new bridge if that will help get it built.



## MEMORANDUM – July Public Open House Summary

- A small toll on the twin bridges could also be put in place to help offset maintenance costs (at current vehicle counts every 25-cent toll would generate around 4 million dollars per year). I also believe an appropriate toll should be placed on the new bridge.
- I have no problem with being charged to use a well-maintained bridge, so I totally agree with using toll bridges for a new interstate bridges. As far as existing or new bridges in areas that are not served by interstate bridge, I feel that they should not be toll bridges.
- Even if they have to toll the Twin Bridges to save them, to maintain, toll both bridges if necessary.
- We support a toll on the central corridor bridge, and keeping one of the existing bridges open without a toll.
- You can toll the US 41 Twin Bridges also if you think you need to.
- You will lose most [of] the truck traffic on the US 41 twin bridges even if you have to toll the I-69 bridge. Some locals may divert to the US 41 twin bridges to avoid the toll, but people (i.e. truckers) with somewhere to go, will not.
- I do think you should plan for the future and build the new bridge(s) with 6 lanes! I already have a RiverLink account so would be willing to pay a toll to support my views.

### Opposition to Tolling (12 individuals)

- Important concern about tolls on ALL bridges—impact on those with little income traveling to medical facilities, businesses, churches, etc.
- I do not believe this short of a segment warrants tolling, outside of obvious revenue generation. Hopefully Indiana & Kentucky can find other funding sources.
- We need a toll-free option of the current bridge(s) to remain.
- The cost of up keep of old bridges is high and most locals would take old bridges versus toll for the new bridge.
- My concern is the introduction of tolls between cities. The need for an alternative route is in demand.
- We hate bridge tolls.
- Tearing down and replacing the existing “free” bridges with a toll interstate bridge would cripple the economies and have a devastating impact on all facets of travel patterns and daily decisions by thousands of Kentucky and Indiana residents.
- Requiring citizens who cross from Indiana to Kentucky or vice-versa umpteen times per week to pay a toll with no other choice how to cross would create a huge financial burden on the citizens of our communities. Nothing like getting the locals to foot the bill for a federal road!
- I favor Central Corridor 1, but I most definitely want to retain the 1965 span of the Twin Bridges, preferably with no tolling.

## MEMORANDUM – July Public Open House Summary

- I reject any notion of adding tolls to cover the cost of this bridge project. A small increase in the gas tax could easily be afforded and would pay for the project over a similar period of time as would a toll.
- Evansville residents shouldn't be burdened with funding this bridge. It's an interstate highway being built, and Evansville really doesn't need the bridge for its own purposes. Local people are going to be paying the tolls.
- We have a new gas tax here in Indiana, 10 cents a gallon bringing in more than \$1 billion a year. Seems like there would be funding in there for this bridge. Is that new gas tax money being used today to complete I-69 in its northern sections from Bloomington to Indianapolis?

### Comments about Potential Impacts to the Environment (42 individuals\*)

- As a representative of the Southwest Indiana Network of the Sierra Club, I am concerned about the environmental impacts of the western and central corridors. Whatever option is chosen, I would STRONGLY advocate mitigation to create a green river national wildlife refuge. I favor reconsideration of the east corridor. If the west corridor is used (either route) I favor bike/pedestrian access/connectivity.
- Please protect wetlands and state parks.
- I am encouraged by the effort to minimize impacts to parks and nature preserves as well as to historically significant structures.
- I think the western options will result in a lower overall environmental impact even though it might clip off the NW corner of Eagle Slough. Please work with the owner of Eagle Slough (Sycamore Land Trust) if either of the Western Corridor options is selected.
- West Corridor 1 appears to have the least environmental impacts in comparison with the other two identified.
- The western corridor presents a potential noise and fragmentation threat to Eagle Slough and to Audubon Park.
- Wetlands are vital to wildlife and by extension to our own wellbeing.
- The central corridor route fragments the Green River State Forest and results in the loss of important habitat, including the Indiana Brown Bat habitat.
- The west corridor is further flawed by running next to Eagle Slough Natural Area, which would disrupt prime nesting areas for Bald Eagles and other wildlife there.
- The west corridor 2 could be very detrimental to both Eagle Slough & John James Audubon State Park.
- The west corridor is further flawed by running next to Eagle Slough Natural Area, which would disrupt prime nesting areas for Bald Eagles and other wildlife there.
- West Corridor 2 and the Central Corridor 1 both have some environmental impact issues given their proximity to Audubon State Park, the wetlands and the Green River State Forest.

## MEMORANDUM – July Public Open House Summary

- Please do not destroy any part of the beautiful and important Eagle Slough Natural Area! Many organizations in the Evansville area as well as Sycamore Land Trust has invested a great deal of time and money and passion to protect and maintain this property.
- Allowing for places where people can observe and enjoy the beauty of our state shouldn't come second to the important work of making access to our state easier and more efficient. Please do the best job possible to minimize damage to our protected and beloved wildlands.
- Of the three corridors still under consideration, two of them (West 1 and West 2) will seriously impact the Eagle Slough Natural Area. There are only a few areas of well-preserved wetlands near the Ohio River that have easy access for people to observe birds and native plants.
- Eagle Slough's unique educational trail, raised boardwalk pathway, and recently rebuilt viewing deck make it a valuable resource to the community.
- Eagle Slough provides an irreplaceable community benefit. The nature preserve is located near an economically disadvantaged part of Evansville, providing a free and accessible place to enjoy the outdoors.
- Rare and threatened species make Eagle Slough their home, including the white ibis, wood duck, great egret, various types of warblers, and more.
- Experts have counted more than 150 different species of birds on the property, and the site has been a popular inclusion in the Ohio Valley Birding Festival.
- Not only will noise pollution disturb visitors and wildlife, including the 160 species of birds that have been documented there, the impact of the project will degrade nearby habitat, making the site far less suitable for its intended use as a nature preserve.
- I urge you to consider a route that has the smallest possible impact on natural areas, especially dedicated protected areas such as Eagle Slough.
- As a lifelong environmentalist, an amateur birder, a lover of wild spaces, and supporter of Sycamore Land Trust, I am concerned that these routes will have a negative impact on the abundant wildlife that depend on them for safe habitat, as well as those who visit.
- An oasis of wetlands and mature bottomland forest, Eagle Slough provides excellent habitat for birds and other wildlife.
- The two western corridors are so close to Eagle Slough and Audubon State Park that I fear they would imperil the forested swamp in the area.
- I was distressed to see that two of the three options for a new bridge across the Ohio River would cross over the environmentally sensitive areas of Eagle Slough Natural Area and John James Audubon State Park.
- Please consider how important our wetlands are for nature, for the wellbeing of our land and for the people of Indiana now and in the future.
- Please do not construct an I-69 route through Evansville that will pass by or through either Eagle Slough Natural Area or the John James Audubon State Park.

## MEMORANDUM – July Public Open House Summary

- I feel like our DOT, and State government has shown little concern over protecting our natural environment, and this would be a step in the right direction.
- Indiana doesn't have much in the way of environmental tourism and it can be hard to compete with states surrounded by great lakes or mountains but we do have some beautiful places that are cherished by the public. It is imperative that the appropriate studies are done to truly assess the environmental impact of each decision without bias or influence from outside parties.
- Eagle Slough is an environmentally sensitive area containing rare and threatened species such as the white ibis, great egret, and various types of warblers. This area also contains some of the largest bald cypress trees in the state. These types of trees are critical to preventing erosion, soaking up flood waters, and trapping pollutants. Furthermore, they provide an excellent habitat for bald eagles, wood ducks, frogs, and other wildlife.
- Please consider a route that has the least impact on the beautiful natural areas along the Ohio River. When I drive down to Henderson for work each month, I spend extra time in the area enjoying the river and the park.
- From providing an accessible nature area for local residents to giving rare birds respite on their long migratory journeys, Eagle Slough deserves your respect, preservation, and protection.
- Sensitive bottomlands like Eagle Slough are key to the overall health of the area ecosystem, by stanching erosion and preventing floods.
- Now that the federal EPA has been gutted, we need to act responsibly, project by project, to protect our children's inheritance.
- Two of the routes under consideration for the I-69 western corridor have a significant detrimental impact to Eagle Slough.

*\*Many comments regarding Eagle Slough represented common themes across many submittals.*

### Additional Comments and Questions

#### Bridge Design or other Details

- If project results in only one bridge it should be six lanes, 3 each way.
- Will I be given ample notice & compensation to move my fish cables attached to the bridges?
- I want a new bridge. Relocating is ok if need requires it provided we receive values and relocating cost.
- A bike and pedestrian path on one of the bridges would be an asset.
- Complete water management should be addressed early to ensure citizens this will not be a problem during and after construction.



## MEMORANDUM – July Public Open House Summary

- Pretty simple really! Elevate the highway through the 41 corridor. Too expensive? Too expensive compared to what? You have a pretty big footprint to start with. If you have to go out and purchase a whole new corridor, figure acquisition costs, court costs time more bridges to the east.
- I would hope that if there is a new bridge built east of Hwy 41 we will see a bridge made with higher quality more durable materials as it will get plenty of use by larger heavier trucks.
- As for the Twin Bridges, wouldn't an ideal solution, be to outfit the bridges with cameras that could detect speeders and would be able to invoice the speeders with citations, with the automatic fines going towards that particular bridge's maintenance and future maintenance. Not only would the cost to maintain the Twin bridges be taken care of, the safety of all that use the bridges would be in a much better place.

### Noise Impacts

- Both west corridor routes need a barrier sound wall. I live one block from the proposed western route and currently, the noise from US 41 north traffic is problematic. Otherwise, using the frontage road concept is a great idea. A question is the cross roads at Marywood & Watson lane.
- Please make any sound barrier using plants/ivy/bushes. Henderson is proud to be a tree city!

### Project Team, Schedule or Outreach

- The environmental study needs to be lessened to six months. They are too expensive and take too long. The highway is going to be built regardless of the outcome. As it is, it will delay the building of the highway for 2 years.
- My primary concern is the lack of minority business. DBE minority business are based here in Evansville and yet have no participation in the project where taxpayer fees, and ratepayers will be involved in paying for the project. There is a good segment of minority business that are based here that can participate in this project and provide great outcomes, and measurable outcomes, for this project.
- I would like to see a mechanism to engage minority and DBE businesses locally based here in Indiana on this project, which is going to be impacting the residents of Evansville and Henderson, as well as southern Indiana and northern Kentucky.

## MEMORANDUM – July Public Open House Summary

- I was a bit disappointed this project group did not attempt to put out a survey for locals on both side of the river for opinions instead of asking people to show up to a meeting. Those people who work beyond the normal 9-5 are not able to participate or forced to look all over for an email portal to email our thoughts or simply do not have a voice in the process tend to get neglected. The tri-state has always prided itself for being big into industry which requires workers who use the bridge daily to have different shifts than the normal 9-5 worker. Will there be a meeting at midnight for the second shift workers? I suggest those in charge of this communication project gathering comments and thoughts from the public try a little bit harder to get everyone's opinion and not just the white-collar opinion.

Comments and copies of the comment cards can be viewed on the following pages.

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Phone: (812) 464-7549

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Company Name: Borshoff

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Email: Whitney.Pflanzer@borshoff.biz

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Phone: (317) 749-0340 Fax:

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### NOTICE OF PUBLIC OPEN HOUSES

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC)  
 Public open houses to present the short list of corridors for the I-69 Ohio River Crossing (I-69 ORX) project

The I-69 ORX Project Team will hold two open houses to inform and solicit feedback from residents and motorists about the short list of corridors that will undergo more detailed review for a modern Ohio River crossing between Henderson, KY, and Evansville, IN.

The first open house will be held from 5 to 7 p.m. Central time on Monday, July 31, 2017, in the Crescent Room at Milestones, 621 S. Cullen Avenue, Evansville, IN. Public transportation to the Evansville open house is available via Metropolitan Evansville Transit System (METS), through available connections.

A second open house will be held from 5 to 7 p.m. Central time on Tuesday, August 1, Henderson Community College, Preston Fine Arts Center, 2660 S. Green St., Henderson, KY. Henderson Area Rapid Transit (HART) will run a special, free route for the Henderson open house. Riders will depart from the central dispatch point at Third and Main streets at 5:00 p.m., 5:30 p.m., and 5:45 p.m. Buses will transport participants back to Third and Main at 7 p.m.

Each open house will include a presentation from the Project Team at 6 p.m. The team will be on hand to address questions and comments before and after the presentations.

Copies of open house materials will be available online by Monday, July 31, at [www.ic69ohiorivercrossing.com](http://www.ic69ohiorivercrossing.com), and at the project offices located at (Indiana office) 320 Eagle Crest Drive, Suite C, Evansville, IN 47715, and (Kentucky office) 1970 Barrett Court, Suite 100, Henderson, KY 42420. Following the meeting, written comments may be sent to the aforementioned addresses or to [info@ic69ohiorivercrossing.com](mailto:info@ic69ohiorivercrossing.com).

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at 888-515-9756 in advance with regard to coordinating services such as participation at the meeting venue, language, visual and audio interpretation services. (Courier & Press July 24, 2017) hspaxip

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**0955 Legals**

**NOTICE**  
Under the authority of KRS 359.230, **Burlew Blvd. Mini-Storage**, dba C/R Rentals, is selling the following for unpaid storage fees:

• **Robert Koenigler, Unit 20**  
Household items

All items will be sold to satisfy the lien at private auction at **Burlew Blvd. Mini-Storage**, 1300 Burlew Blvd., Owensboro, KY on **July 31, 2017 at 10:00 a.m.** If you know any of these persons, please contact them or C/R Rentals at 270-906-3033

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**LEGAL NOTICE**

This notice is submitted pursuant to the requirements of KRS 91A.040. County Burglary Bonds are required to publish this notice within 30 days of the release of the audit report.

**Report of the Audit of the Daviess County Sheriff**  
For the Year Ended April 15, 2016

A copy of the complete audit report, including financial statements and supplemental information, is on file at the Daviess County Sheriff's Office, and is available for public inspection during normal business hours.

A copy of the complete audit report, including financial statements and supplemental information, may be obtained from the Daviess County Sheriff, for ones personal use.

Citizens requesting a personal copy of the audit report will be charged for duplication costs at a rate that shall not exceed twenty-five cents (\$0.25) per page.

Copies of the financial statement prepared in accordance with KRS 424.220 are available to the public at no cost at the Daviess County Sheriff's Office.

**DAVISS COUNTY SHERIFF**  
212 SAINT ANN STREET  
OWENSBORO KY 42303

**NOTICE OF PUBLIC OPEN HOUSES**  
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**0955 Legals**

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To the People of Kentucky:  
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Finance and Administrative Cabinet  
Honorable Al Mattingly, Daviess County Judge/Executive  
Honorable Keith Cain, Daviess County Sheriff  
Members of the Daviess County Fiscal Court

**Independent Auditor's Report**

**Report on the Financial Statement**  
We have audited the Daviess County Sheriff's, Settlement - 2015 Taxes for the period April 29, 2015 through April 15, 2016. Management's Responsibility for the Financial Statement  
Management is responsible for the preparation and fair presentation of the financial statement in accordance with accounting practices prescribed or permitted by the laws of Kentucky to demonstrate compliance with the Commonwealth of Kentucky's regulatory basis of accounting as described in Note 1. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of a financial statement that is free from material misstatement, whether due to fraud or error.

**Auditor's Responsibility**  
Our responsibility is to express an opinion on the financial statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, and the Audit Guide for Sheriff's Tax Delinquencies issued by the Auditor of Public Accounts, Commonwealth of Kentucky. These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statement is free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statement. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making these risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statement in order to design audit procedures that are appropriate to the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statement. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

**Basis for Adverse Opinion on U.S. Generally Accepted Accounting Principles**  
As described in Note 1 of the financial statement, the financial statement is prepared by the Daviess County Sheriff on the basis of accounting practices prescribed or permitted by the laws of Kentucky to demonstrate compliance with the Commonwealth of Kentucky's regulatory basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The effects on the financial statement of the variance between the regulatory basis of accounting described in Note 1 and accounting principles generally accepted in the United States of America, although not reasonably determinable, are presented to be material. **Adverse Opinion on U.S. Generally Accepted Accounting Principles**  
In our opinion, because of the significance of the matter discussed in the Basis for Adverse Opinion on U.S. Generally Accepted Accounting Principles paragraph, the financial statement referred to above does not present fairly, in accordance with accounting principles generally accepted in the United States of America, the taxes charged, credited, and paid of the Daviess County Sheriff, for the period April 29, 2015 through April 15, 2016.

**Opinion on Regulatory Basis of Accounting**  
In our opinion, the financial statement referred to above presents fairly, in all material respects, the taxes charged, credited, and paid for the period April 29, 2015 through April 15, 2016 of the Daviess County Sheriff, in accordance with the basis of accounting practices prescribed or permitted by the Commonwealth of Kentucky as described in Note 1.

**Other Reporting Required by Government Auditing Standards**  
In accordance with Government Auditing Standards, we have also issued our report dated April 18, 2017, on our consideration of the Daviess County Sheriff's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in conducting the Daviess County Sheriff's internal control over financial reporting and compliance.

Respectfully submitted,  
*Mike Harmon*  
Mike Harmon  
Auditor of Public Accounts

April 18, 2017  
State law requires the Auditor of Public Accounts to annually audit fiscal courts, county clerks, and sheriffs and print the results of the audit report having general circulation in the county. The complete audit and any other audit of state agencies, fiscal courts, county clerks, sheriffs, and property valuation administrators may be viewed in the report section of the Auditor of Public Accounts' website at [www.auditor.ky.gov](http://www.auditor.ky.gov) or upon request by calling 1-800-347-9126.

2017 - 2018 - 2019 - 2020  
FRANKFORT, KY 40601-1817

TELEPHONE 502.684.3841  
FACSIMILE 502.684.2212  
WWW.AUDITOR.KY.GOV

**THE Daily Commuter Puzzle** by Jacqueline E. Mathews

**ACROSS**

- in on; visit
- Curved beam overhead
- Part of USNA
- Strong urges
- "How \_\_\_ you!"; cry of outrage
- Give one's two cents' worth
- Edify
- Fender bender mementos
- Pig's quarters
- Not as much
- Strangest
- Broadcast
- TV's "Who Wants \_\_\_ a Millionaire"
- Thin
- Baggage porters
- Slight bit of color
- Not at home
- Basketball player's target
- Role player
- On the \_\_\_; punctual
- Hooded jacket
- Coffin platform
- Have supper
- Frequently attached
- Leaves high and dry
- Bed coverings
- Most populous Hawaiian island
- Fleur-de-\_\_\_
- Shack
- Athlete Musial
- Elected official: abbr.
- Capital of Vietnam
- Remote idyllic hideaway
- Detached and unconcerned
- \_\_\_ up; become cheery again
- \_\_\_ for; requests
- One of the Osmonds
- \_\_\_ and crafts
- Clutter

**DOWN**

- Recolors
- Torn in two
- Exclusively
- Greek letter
- Cling; remain attached
- "Phooey!"
- Mountain peak
- Chicken's morn
- \_\_\_ off; dozed
- Imitated
- Climbing plant
- Social insects
- In case
- Silent aircraft
- Follow orders
- Goat with mohair fleece
- Preaches
- Punctures
- Allowed by law
- Set foot in
- Relish tray item
- Rubs enough to make sore
- Vital artery
- Jabbed

**Saturday's Puzzle Solved**

Created by Jacqueline E. Mathews 7/24/17

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**TODAY'S CROSSWORD PUZZLE**

**ACROSS**

- Mutt's crony
- Toledo locale
- Sentry's bark
- Dosage units
- Sweetheart
- Water, in Baja
- Carriette
- Siren
- Biz biggie
- Above, to poets
- Punks
- Joke around
- Get in shape
- Crowding together
- Kind of ineup (nyph.)
- Bagpipe sound
- Samo
- Singer — Sumac
- Breathing organ
- Orchestra section
- Hot rum mixture
- Pierre's here
- Culture medium
- Clod
- Collects maple
- Due to
- Sank to the bottom
- Tenet
- Sat
- Admiral
- Dog sound
- Klut's cry

**DOWN**

- Bringer of bad luck
- Otherwise
- Crowding together
- Tallahassee sch.
- NVC theater award
- Playing card
- Fleming of 007 novels
- Speak faster or louder
- Cease-fire
- Quinine water
- Fixed socks
- Alpine region
- Lug's romance
- Stomach
- Fond du \_\_\_, Wis.
- Cellar
- Started out (2 wds.)
- London lry
- Vieno pioneer

**PREVIOUS PUZZLE SOLVED**

7-24-17 © 2017 UFS, Inc. by Andrews McMeel for UFS





**Affidavit**

**PROOF OF PUBLICATION OF LEGAL ADVERTISEMENT**

Account Number: / 934705

**STATE OF KENTUCKY  
HENDERSON COUNTY**

Attach  
Publication  
Here

I Sharon Alvey who being sworn,  
is an employee of The Evansville Courier and Press, publisher of **THE GLEAN-  
ER**, a newspaper published and having a general circulation in the City of Hen-  
derson, Kentucky, in said county and state and that the legal advertisement, of  
which the attached is a true copy, was printed in its issues of  
;

Ad ID: 1694159

RE: NOTICE OF PUBLIC OPEN HOUSES

The Gleaner

Tuesday July 25, 2017

Borshoff

AD: 1694159

Sharon Alvey  
Signed

8-3-17  
Date

Subscribed and sworn to before me this date:

Date AUG. 3, 2017

Terri Hayes Budge Notary Public

Notary is Resident of **Henderson County**

My Commission expires: APRIL 27, 2020



usually takes a couple months.

"It will follow you everywhere and play with you," she said.

Fambrough started to

the volunteers for it to come together. The participants have often gone to other shows throughout the state to show their animals, and there are

pen who has worked with their animals because they are easy to handle. Even with that, Fehd said goats can be unpredictable. Sometimes they will

## Columbia

Continued from Page 1A

ee Store locations, this store is for Columbia employees, their friends and family and the local business community by invite only," Dilworth said.

When asked if the community, in general, would be given the

chance shop there, Dilworth didn't say yes or no.

Instead, he said, "Columbia constantly seeks partnerships with the local business community, and we look forward to getting to know the Henderson community."

"We've seen great success within our existing employee stores around the world and are excited to bring the concept to our employees in Hen-

derson," Dilworth said. "We view the store opening as a great way to celebrate our employees, their friends and family and the local business community by offering access to great Columbia Sportswear Company apparel and gear."

Other Columbia employee stores include Global Headquarters located in Portland, Oregon; Mountain Hardwear's Headquarters, lo-

## Soldier

Continued from Page 1A

him, resulting in his return to the United States for burial.

Funeral services for Borders will be 10 a.m. Saturday, July 29 at the Weirauch Funeral Home in Harrisburg, with burial and full military honors at Cottage Grove Cemetery east of Harrisburg.

The St. Louis Post-Dispatch reported Sunday that the Patriot Guard, a motorcycle group dedi-

cated to veterans' causes, will escort Borders' remains as he is brought from St. Louis to Harrisburg later this week. The newspaper reported that

Borders' remains will be flown to St. Louis from Hawaii on Thursday.

Visitation will be 9 a.m. until the time of service on Saturday.

### NOTICE OF PUBLIC OPEN HOUSES

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC)  
Public open houses to present the short list of corridors for the I-69 Ohio River Crossing (I-69 ORX) project

The I-69 ORX Project Team will hold two open houses to inform and solicit feedback from residents and motorists about the short list of corridors that will undergo more detailed review for a modern Ohio River crossing between Henderson, KY, and Evansville, IN.

The first open house will be held from 5 to 7 p.m. Central time on Monday, July 31, 2017, in the Crescent Room at Milestones, 621 S. Cullen Avenue, Evansville, IN. Public transportation to the Evansville open house is available via Metropolitan Evansville Transit System (METS), through available connections. A second open house will be held from 5 to 7 p.m. Central time on Tuesday, August 1, Henderson Community College, Preston Fine Arts Center, 2660 S. Green St., Henderson, KY. Henderson Area Rapid Transit (HART) will run a special, free route for the Henderson open house. Riders will depart from the central dispatch point at Third and Main streets at 5:00 p.m., 5:30 p.m. and 5:45 p.m. Buses will transport participants back to Third and Main at 7 p.m.

Each open house will include a presentation from the Project Team at 6 p.m. The team will be on hand to address questions and comments before and after the presentations.

Copies of open house materials will be available online by Monday, July 31, at [www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com), and at the project offices located at (Indiana office) 320 Eagle Crest Drive, Suite C, Evansville, IN 47715, and (Kentucky office) 1970 Barrett Court, Suite 100, Henderson, KY 42420. Following the meeting, written comments may be sent to the aforementioned addresses or to [info@i69OhioRiverCrossing.com](mailto:info@i69OhioRiverCrossing.com).

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at 888-515-9756 in advance with regard to coordinating services such as participation at the meeting venue, language, visual and audio interpretation services.

EC-1694159



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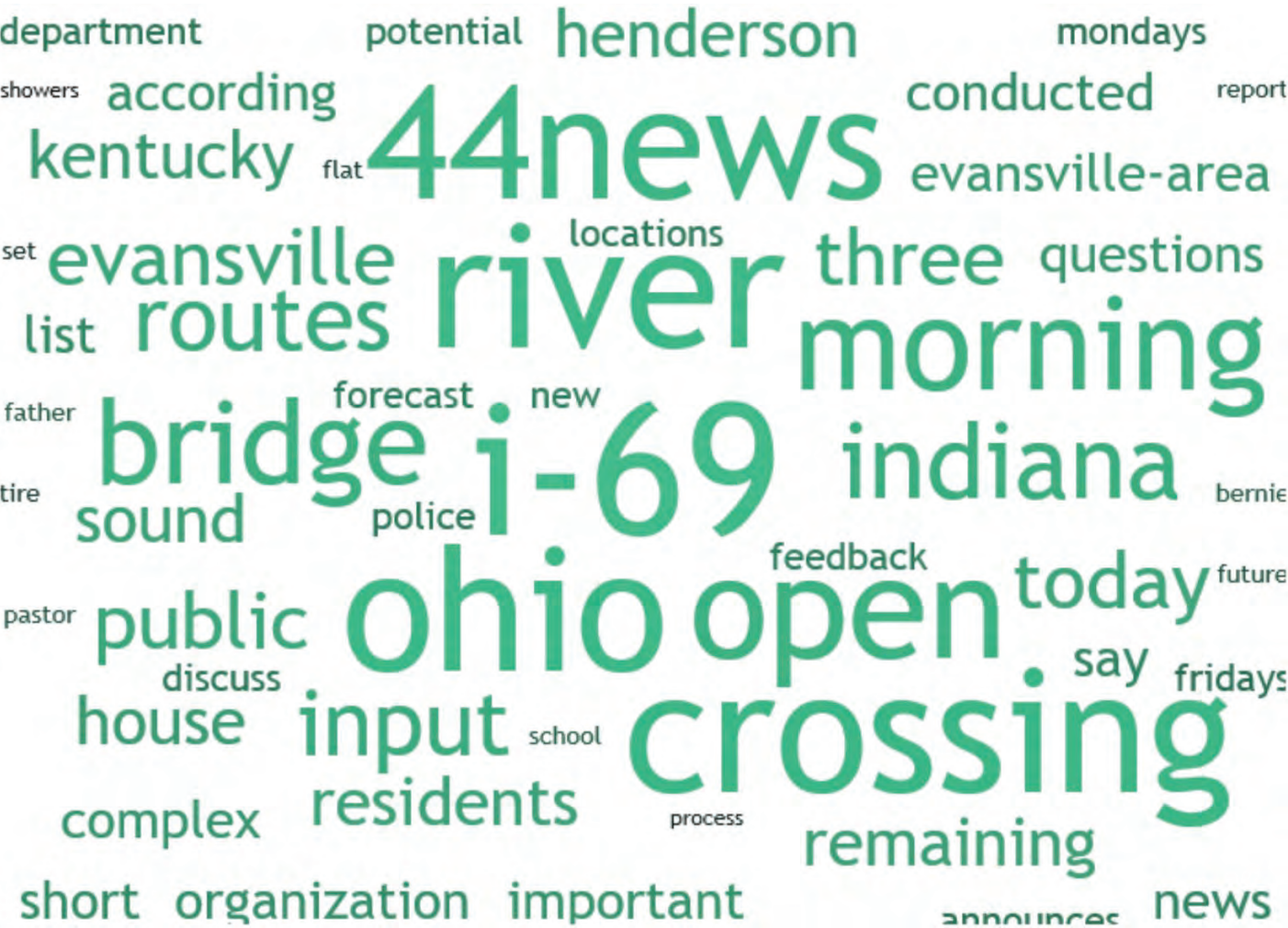
The minimum purchase of \$129, for first time customers only.

Not to be used with other offers. Expires 8-31-17.

210 Third St., Henderson  
**(270) 860-3060**  
[www.dirtfinders.net](http://www.dirtfinders.net)



WORD CLOUD



## MEDIA CLIPS

### [I-69 bridge project moves forward, teams narrows down options](#)

...I-69 bridge project moves forward, teams' narrows down options..... We have new information on the I-69 Bridge project. The team has narrowed it down from five...

**Last Modified: Jul 30, 2017 4:57 PM EDT**

*14News; Evansville*

### [I-69 Ohio River Crossing open house held to receive public's input](#)

...I-69 Ohio River Crossing open house held to receive **public's input**..... I-69 Ohio River Crossing open house held to receive public's input ...

**Last Modified: Aug 01, 2017 11:11 PM EDT**

*14News; Evansville*

### [I-69 crossing down to 3 after open house](#)

...I-69 crossing down to 3 after open house..... The plan for the I-69 corridor just dropped from five potential crossings to three. On Tuesday in..... The plan for the I-69 corridor just dropped from five potential crossings to three. ...

**Last Modified: Aug 01, 2017 10:45 PM EDT**

*14News; Evansville*

### [Bridge Ideas Growing to Link I-69](#)

Four months of screening has helped narrow the search for an I-69 bridge across the Ohio River from 5 options to just 3. Those routes are on display Monday for people in Evansville.

**Last Modified: Jul 31, 2017 10:24 PM CDT**

*Tristate News; Evansville*



### [Brad Byrd In-Depth: Mindy Peterson Talks I-69 Bridge Proposals](#)

About four months of screen has narrowed the search for an I-69 bridge across the Ohio River from five to three. On Monday night, the I-69 Ohio River Crossing put those three routes on display for the people of Evansville.

**Last Modified:** Jul 31, 2017 11:18 PM CDT

*Tristate News; Evansville*

### [Evansville Holding Open House on I-69 Ohio River Crossing](#)

Evansville is holding an open house on Monday night to discuss options for the future bridge connecting Interstate 69 between Indiana and Kentucky.

**Last Modified:** Jul 31, 2017 11:41 AM CDT

*Tristate News; Evansville*

### [3 I-69 bridge route corridors move forward for more study](#)

The list of potential I-69 bridge corridors has been shortened from five to three, and two routes still under consideration would call for removal of the U.S. 41 Twin Bridges, project team officials said Thursday.

**Last Modified:** July 20, 2017 4:25 p.m. CDT

*Courier & Press; Evansville*

### [Residents sound off on three remaining I-69 bridge routes](#)

The bi-state group steering the I-69 bridge process is committed not only to deciding what route should be chosen, but how a new bridge should be funded, officials said Monday.

**Last Modified:** Aug. 1, 2017 11:31 p.m. CDT

*Courier & Press; Evansville*

# PUBLIC MEETING: SCREENING REPORT

JULY 31, 2017



## AGENDA

1. Project Overview
2. Screening Report
3. Corridors Carried Forward
4. Schedule Update
5. Stay Informed

# PROJECT OVERVIEW

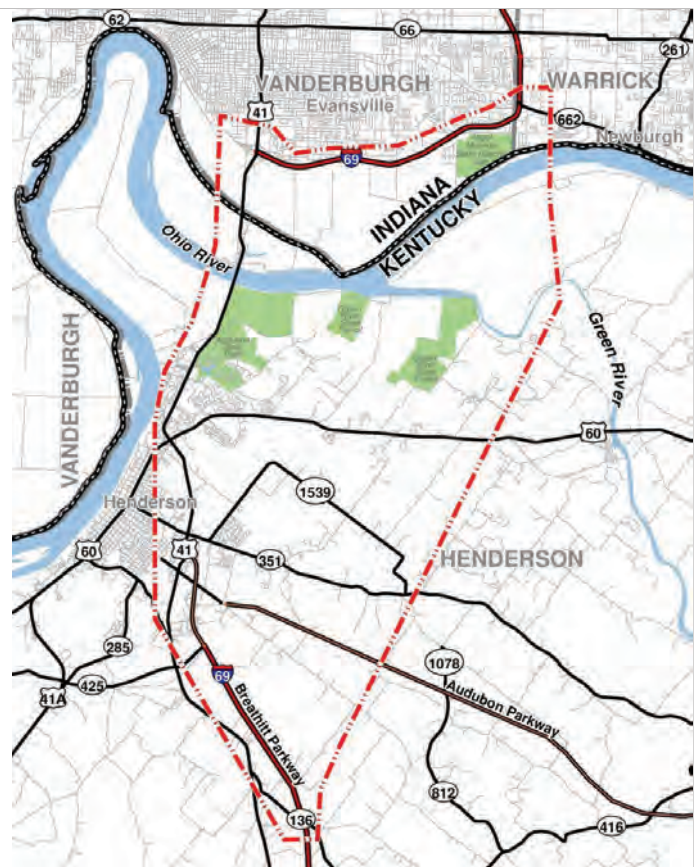
3



## Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic

4

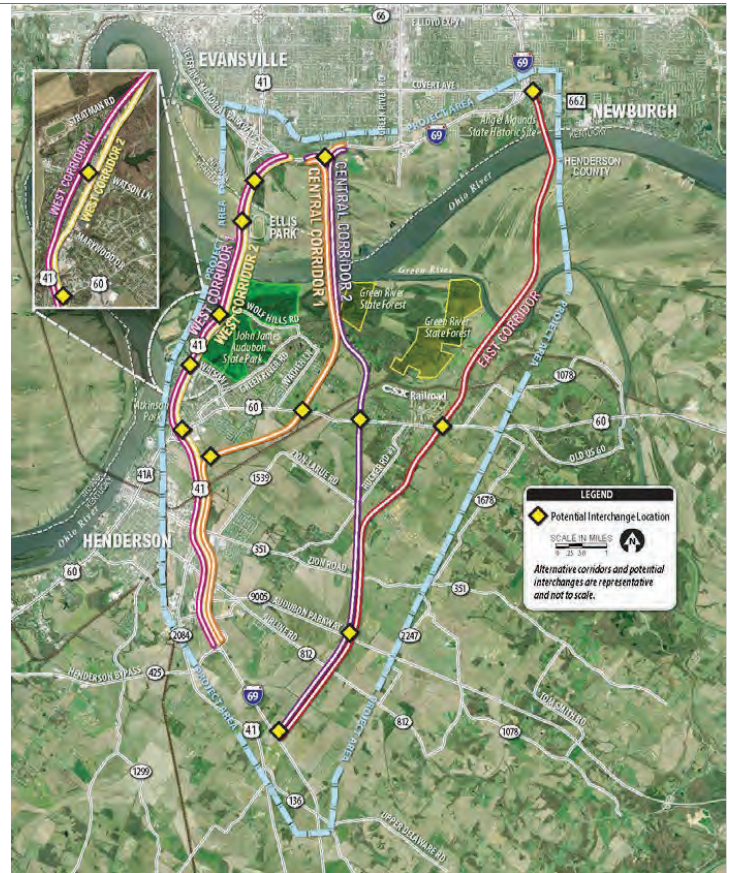




# Broad Corridors

(presented April 2017)

- No Build Alternative
- West Corridor 1
- West Corridor 2
- Central Corridor 1
- Central Corridor 2 (2004 DEIS Preferred Alternative)
- East Corridor



5

# Meetings and Project Updates

- Open houses: April 18 & 20, 2017
- Presentations at government, neighborhoods and civic meetings
- Many advisory committees, including:

**Gov't Leaders**

Receive project updates on a regular basis

**RCAC**

River Cities Advisory Committee  
Representatives from IN and KY

**EJ**

Environmental Justice Subcommittee  
A voice for low income or minority populations

**IAC**

Interagency Advisory Committee  
State, local and federal agencies

**Technical Working Group**

Coordinates with local and state transportation officials

**Consulting Parties**

Consider historic preservation and possible impacts to properties

6



# Project Feedback

## Through May 31:

- 62 surveys
  - 2/3 from Henderson
  - 1/3 from Evansville
- 8 calls to the hotline
- 15 emails
- 9 visitors at project offices



# SCREENING REPORT

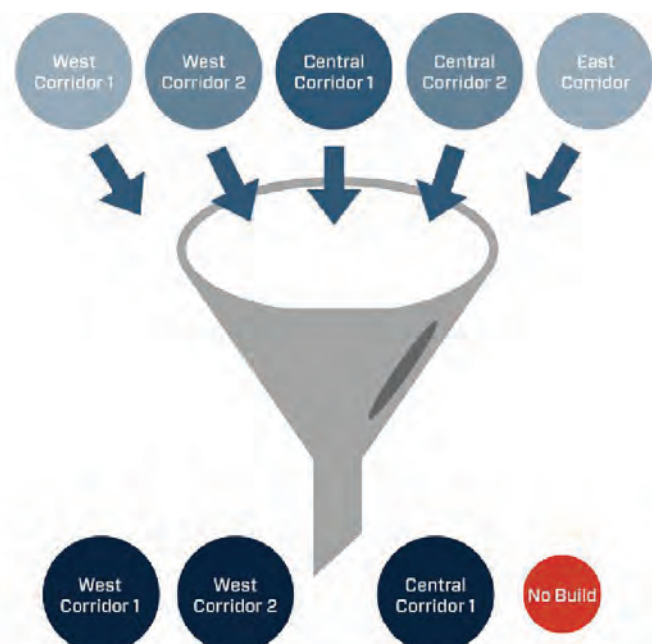
# Screening Approach

- Develop decision-making (screening) criteria
- Review corridors from engineering standpoint
- Collect additional data
- Conduct “windshield” surveys
- Evaluate corridors based on screening criteria

9

# Screening Approach

- Does it meet the Purpose and Need?
- What are impacts to homes, businesses and the natural environment?
- Can we build it and, if so, how much might it cost?



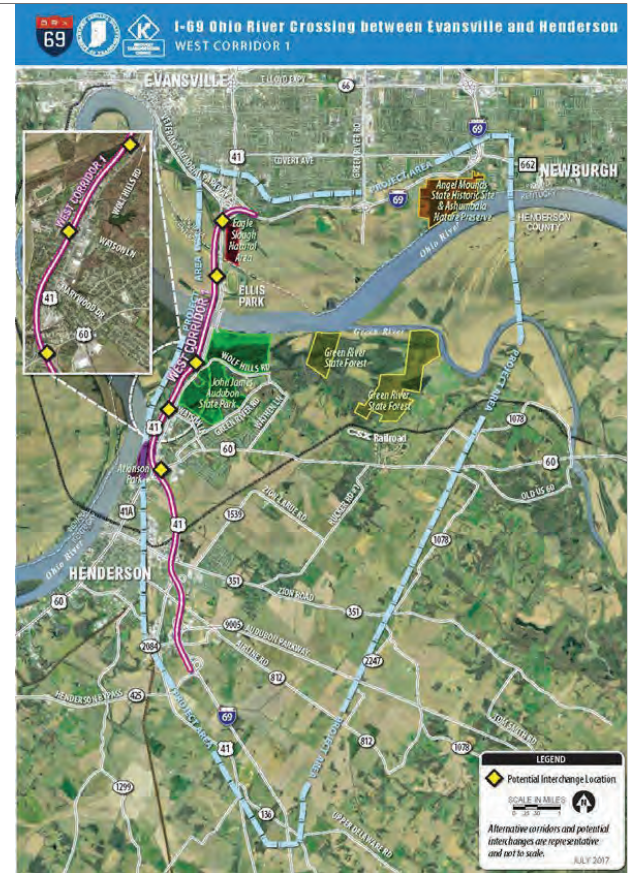
10

# Corridors Carried Forward

## West Corridor 1

- Follow US 41 commercial strip in Henderson
- West Corridor 1 – more residential impacts
- Similar or fewer natural resource impacts
- Fewest impacts to rivers/streams, floodplains, prime and active farmland, and other protected areas
- Low impacts to forested habitat
- Low major river crossing lifecycle/operation and maintenance costs

12



# Corridors Carried Forward

## West Corridor 2

- Follow US 41 commercial strip in Henderson
- West Corridor 2 – more business impacts
- Similar or fewer natural resource impacts
- Fewest impacts to rivers/streams, floodplains, prime and active farmland, and other protected areas
- Low impacts to forested habitat
- Low major river crossing lifecycle/operation and maintenance costs

13



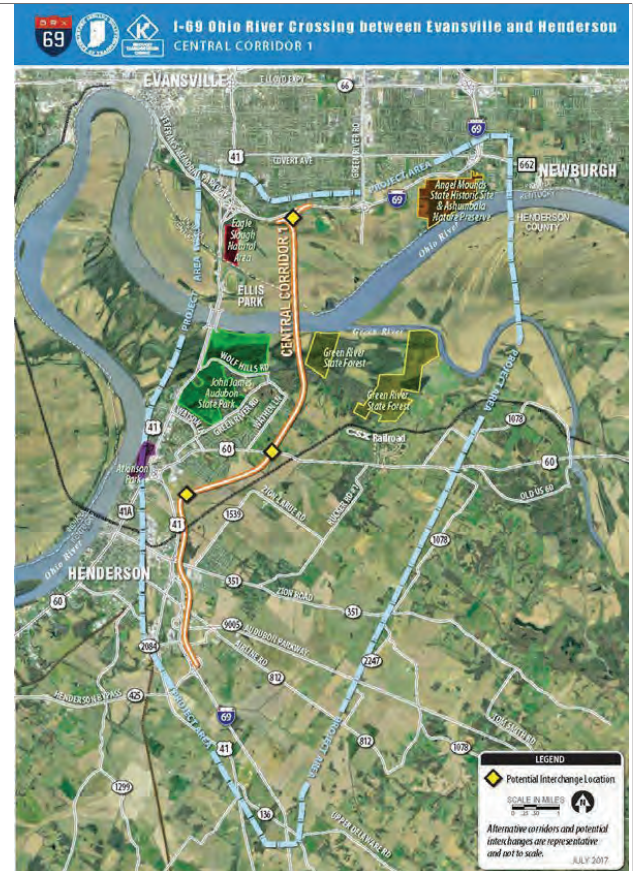


# Corridors Carried Forward

## Central Corridor 1

- Lowest construction costs
- Fewest residential relocations and no business relocations
- Highest impact to forested wetlands and forest habitat
- Utilizes 2.8 miles of existing US 41, resulting in the fewest new miles of roadway and lowest operation and maintenance costs

14



# Eliminated Corridors

## Central Corridor 2

- Second highest new roadway miles and lifecycle/operation and maintenance costs
- Second highest impacts to wetlands, rivers/streams, open water, forested habitat, floodplains (highest impacts to floodways), prime and active farmland, and other protected lands
- Potential impacts 3 acres of the Green River State Forest

15



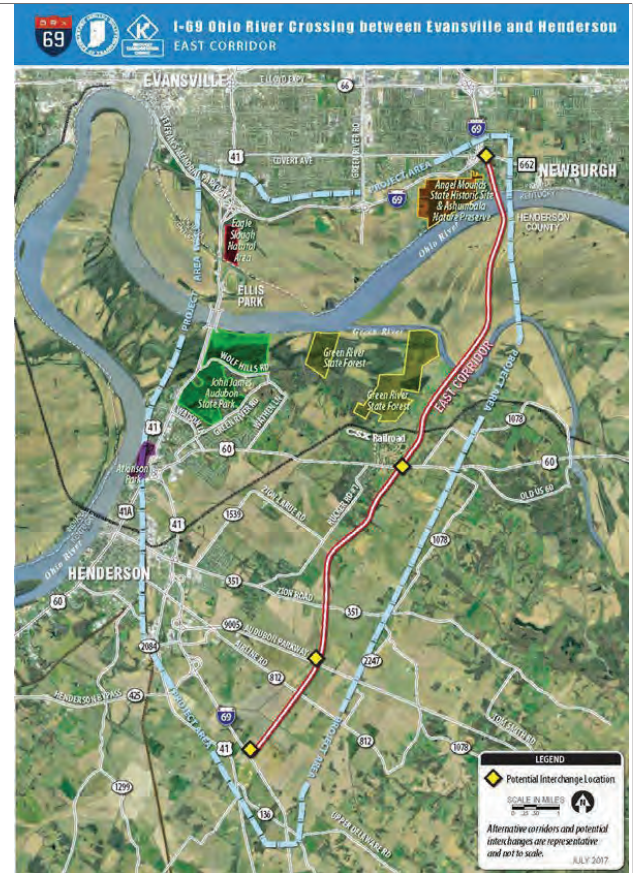


# Eliminated Corridors

## East Corridor

- Longest with highest construction costs
- Highest new roadway miles and operation and maintenance costs
- Additional major bridge crossing the Green River
- Highest impacts to prime and active farmland, rivers/streams, floodplains and other protected lands
- Second highest number of homes impacted
- Concerns regarding potential noise, vibration and visual impacts to Angel Mounds

16



# Corridors Carried Forward

- No Build
- West Corridor 1
- West Corridor 2
- Central Corridor 1

17

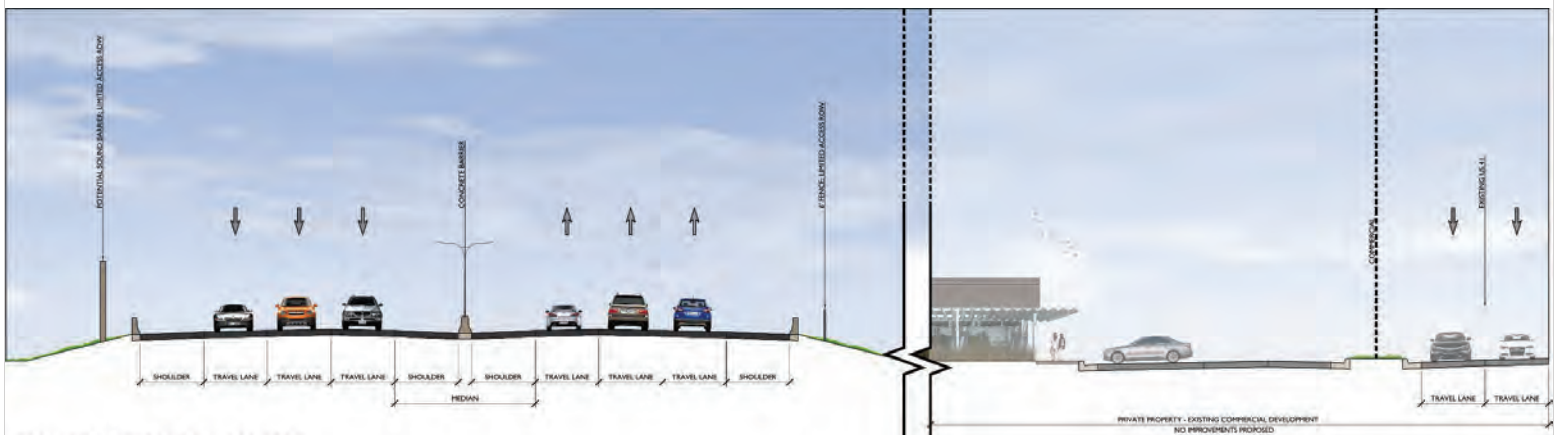


# CORRIDORS CARRIED FORWARD

18



## Cross Sections: West 1

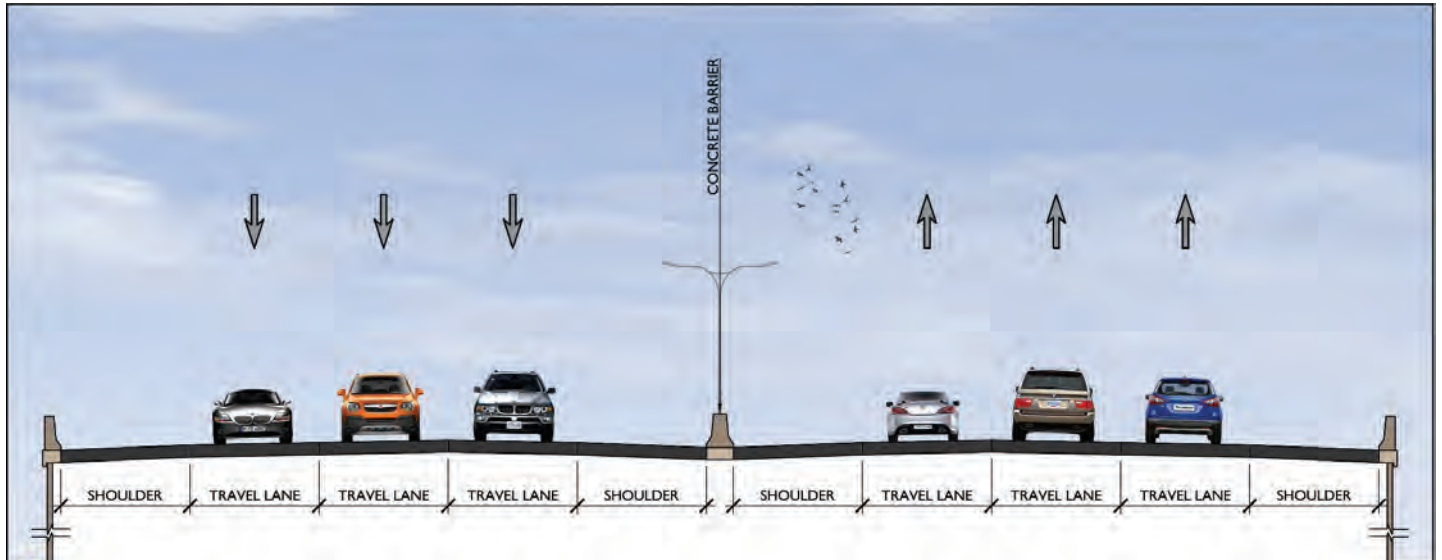


West Corridor #1 – At grade

19



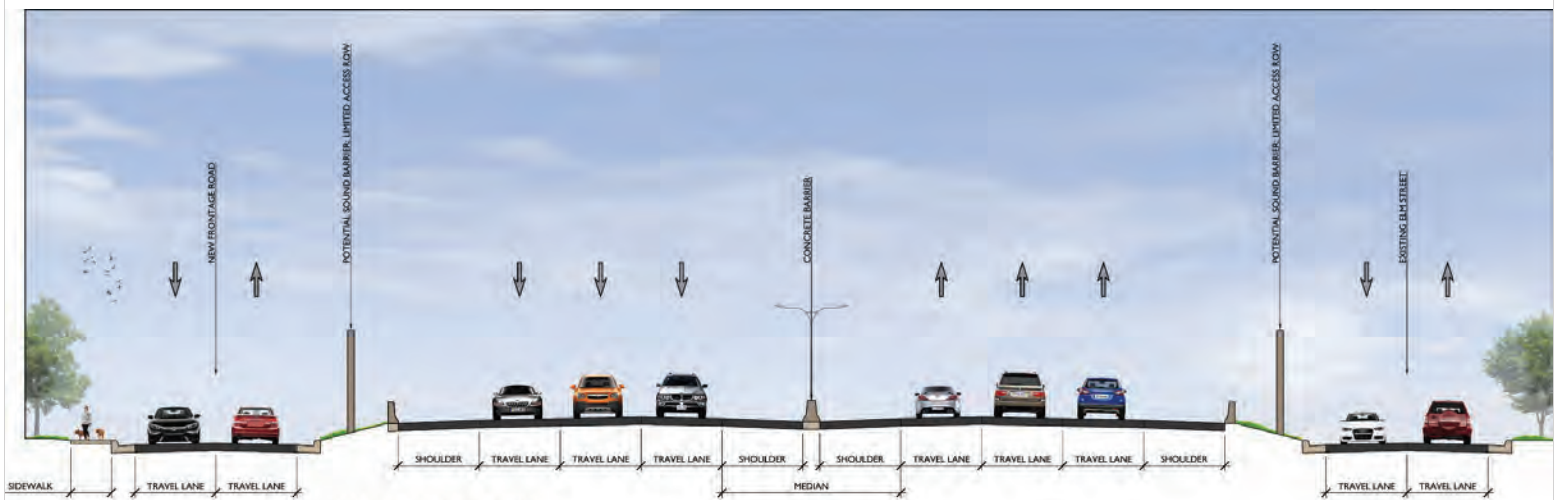
## Cross Sections: West 1



**West Corridor #1 – Elevated near Watson Lane**

20

## Cross Sections: West 1

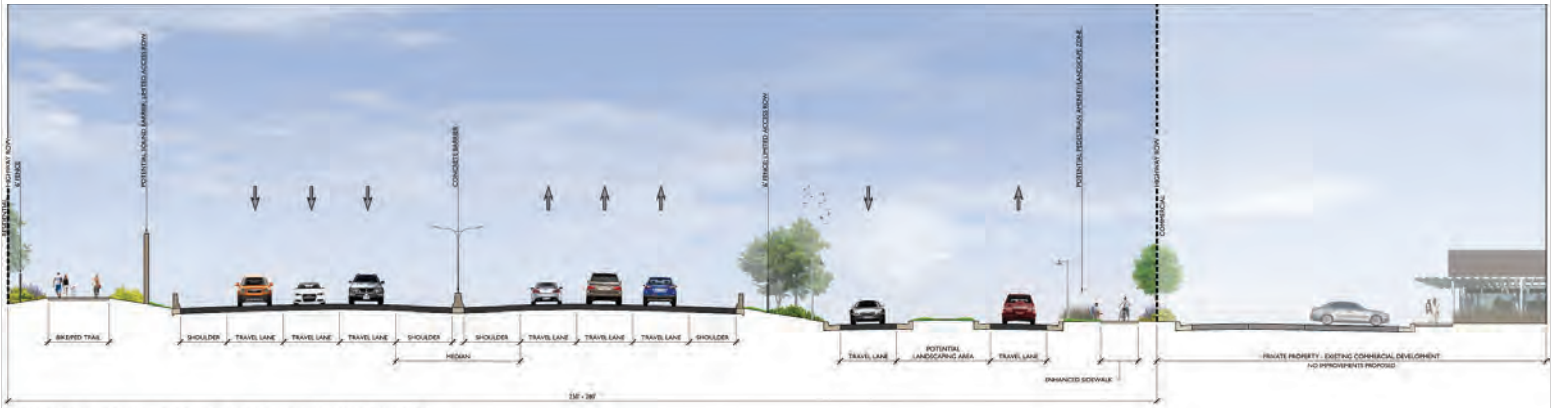


**West Corridor #1 – With frontage roads**

21



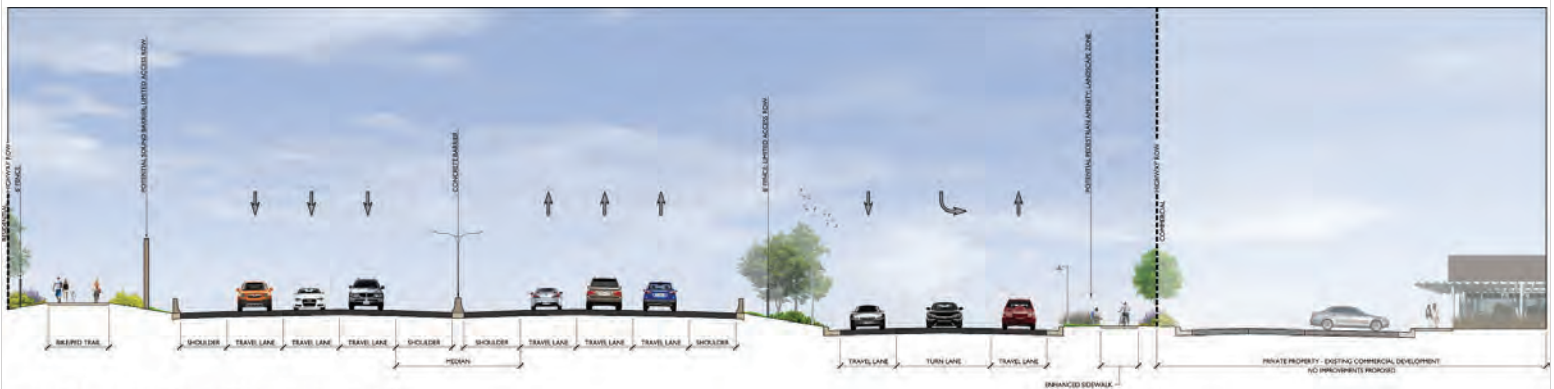
## Cross Sections: West 2



**West Corridor #2 – At grade with raised median**

22

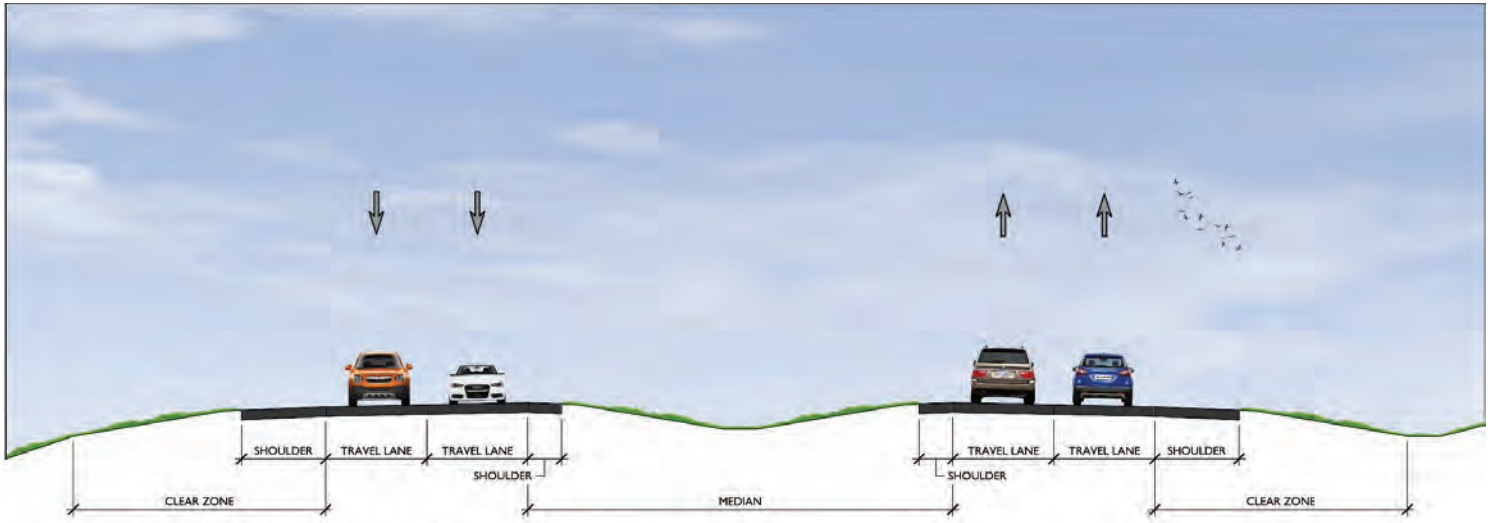
## Cross Sections: West 2



**West Corridor #2 – At grade with turn lane**

23

# Cross Sections: Central 1



**Central Corridor #1 – Four lanes**

24

# Future of US 41

- US 41 Access Management Study



25

# NEXT STEPS

26



## Next Steps for DEIS Development

- Detailed field surveys and impact assessment
- Preliminary design (i.e., 25%) of DEIS corridors
- Tolling options
  - Toll the new I-69 bridge
  - Toll both the new and existing bridge(s)
  - Different tolling rates based on bridge location and vehicle class

27





## Next Steps for DEIS Development

- US 41 options:
  - Keep both US 41 bridges open
  - Close one or both US 41 bridges
  - Improve access along US 41
- Prepare DEIS and identify Preferred Alternative

28



## Project Timeline

- **Summer 2017:** Open houses to discuss short list of corridors
- **Winter 2017/2018:** Open houses to discuss progress on Draft Environmental Impact Statement (DEIS) development
- **Summer/Fall 2018:** Preferred Alternative is identified and DEIS is published, hold public hearings on DEIS
- **Fall 2019:** Final Environmental Impact Statement and Record of Decision expected



29

## 30



- Comment forms
- Typical section recommendations
- Ways to submit feedback:
  - Leave here tonight
  - Email
  - Mail
  - At project offices

[illegible]

## Project Offices

- **Evansville Project Office**  
320 Eagle Crest Dr., Ste. C  
Open Monday, Tuesday and Thursday  
8 a.m. – 5 p.m., or by appointment
- **Henderson Project Office**  
1970 Barrett Ct., Ste. 100  
Open Wednesday and Friday  
8 a.m. – 5 p.m., or by appointment
- **Project line (888) 515-9756**

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## Stay in Touch

- **Email**  
[info@i69ohiorivercrossing.com](mailto:info@i69ohiorivercrossing.com)
- **Website**  
[www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com)
- **Facebook**  
I-69 Ohio River Crossing
- **Twitter**  
[@I69ORX](https://twitter.com/I69ORX)



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# THANK YOU



## Appendix D – Signage



# WELCOME



# RECORD COMMENTS HERE



# SCREENING CRITERIA

## Environmental Impacts:

- ✓ Wetlands
- ✓ Rivers/streams/open water
- ✓ Floodplains/floodways
- ✓ Forested habitat
- ✓ Managed lands
- ✓ Public parks and wildlife refuges
- ✓ Historic properties/districts
- ✓ Farmland
- ✓ Residential and business relocations
- ✓ Public facilities and services
- ✓ Religious facilities
- ✓ Cemeteries
- ✓ Archaeological sites
- ✓ Environmental Justice populations
- ✓ Community cohesion
- ✓ Noise Sensitive receptors
- ✓ Underground tanks /contaminated material sites

## Engineering Criteria:

- ✓ Construction costs
- ✓ Right of way costs
- ✓ Lifecycle/operations and maintenance costs
- ✓ Construction complexity

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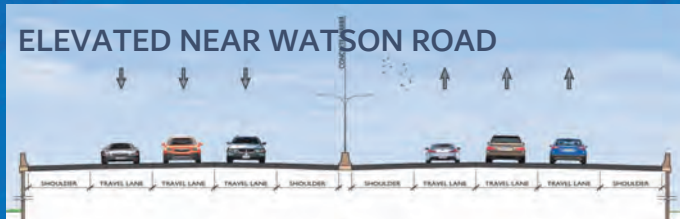


# WEST CORRIDOR 1

## AT GRADE



## ELEVATED NEAR WATSON ROAD



## WITH FRONTAGE ROAD



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# WEST CORRIDOR 2

## AT GRADE WITH MEDIAN



## AT GRADE WITH TURN

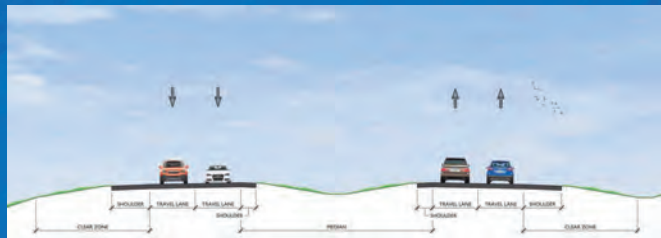


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# CENTRAL CORRIDOR 1

## TYPICAL SECTION



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# NEXT STEPS

## Data collection:

- Detailed field surveys
- Impact assessment
- Engineering analyses

## Tolling option analysis:

- Toll the new I-69 bridge
- Toll the new I-69 bridge and US 41 bridges
- Review potential tolling rates

## Future of US 41 bridges:

- Keep one US 41 bridge open
- Keep both US 41 bridges open
- Close both US 41 bridges

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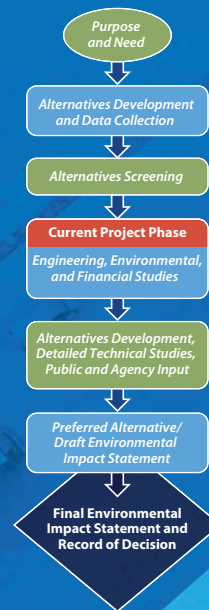


# THE ALTERNATIVES PROCESS

## The Preferred Alternative Must Balance a Range of Factors



## The Alternative Screening Process



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## Appendix E – Handouts



## Public Outreach

### Members of the Public

Comments and questions are received by phone, email and in person at the project offices.



The project team is gathering input from the public, local leaders, businesses, agencies and more.

### Who We're Talking to



Receive project updates on a regular basis



River Cities Advisory Committee  
Representatives from IN and KY



Environmental Justice Subcommittee  
A voice for low-income or minority populations



Interagency Advisory Committee  
State, local and federal agencies



Coordinates with local and state transportation officials



Consider historic preservation and possible impacts to properties

### By the Numbers

**200+** people attended open houses in April

**280+** Facebook followers

**100+** comments received to date

**140+** Twitter followers

**2,500+** visits to the website

**240+** newsletter subscribers

**8,500+** page views

**60+** text alert sign ups

### Top Issues

Minimize impacts to residences

**"The fewer homes impacted, the better."**



Minimize project costs

**"Look at the lowest cost alternative."**



Complete the project quickly

**"We need this bridge as soon as possible."**



Spring/Summer 2017 Public Outreach

## What People Are Saying

### Central Corridor 1

"Appears least intrusive, least expensive."

"Shorter route, fewer businesses and residences."

### Central Corridor 2

"Seems to be the most practical."

"Looks most promising."

### West Corridor 1

"Makes the most sense because of existing infrastructure."

"The West Corridors would take out many businesses and/or residences."

### West Corridor 2

"Uses the most already existing connectors."

"Central Corridor 2 would never be used by the people of Henderson, and would hurt businesses."

### East Corridor 1

"Would take traffic in a more direct route for thru traffic."

"The East Corridor is too far to the east, and is not convenient."



Summer 2017

Open houses to discuss the short list of alternatives.



Summer/Fall 2018

Preferred alternative is identified and Draft Environmental Impact Statement (DEIS) is published. Public hearings held on DEIS.



Fall 2019

The Final Environmental Impact Statement and Record of Decision are expected.

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment

#### Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C Evansville, IN 47715 • (888) 515-9756 • info@i69OhioRiverCrossing.com

#### Henderson Project Office

Open Wednesday and Friday

1970 Barrett Ct., Ste. 100 Henderson, KY 42420 • (888) 515-9756 • info@i69OhioRiverCrossing.com



i69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORC

Appendix C-2, page 95



## Section 106 Consulting Parties

### I-69 in Henderson County, Kentucky and Vanderburgh/Warrick Counties, Indiana

Do you have a demonstrated legal or economic interest in the undertaking or concerns about its effects to historic properties? If so, please consider becoming a Section 106 consulting party. You may apply at the link below.

<http://transportation.ky.gov/Environmental-Analysis/Pages/consulting-party-projects.aspx>

Send a letter or email explaining your connection to the project or interest in historic properties to the following address:

Beth McCord  
Cultural Resources  
5807 N. Post Road  
Indianapolis, Indiana 46216  
[bmcord@graypape.com](mailto:bmcord@graypape.com)

If you would like additional information about the Section 106 process, the Advisory Council on Historic Preservation's *A Citizens' Guide to Section 106 Review* provides an excellent summary, including the role and responsibilities of consulting parties.

<http://www.achp.gov/docs/CitizenGuide.pdf>

**EVANSVILLE PROJECT OFFICE**  
520 Eagle Crest Drive, Suite C, Evansville, IN 47713  
P: 888-515-9756 E: [i69@ohiorivercrossing.com](mailto:i69@ohiorivercrossing.com)

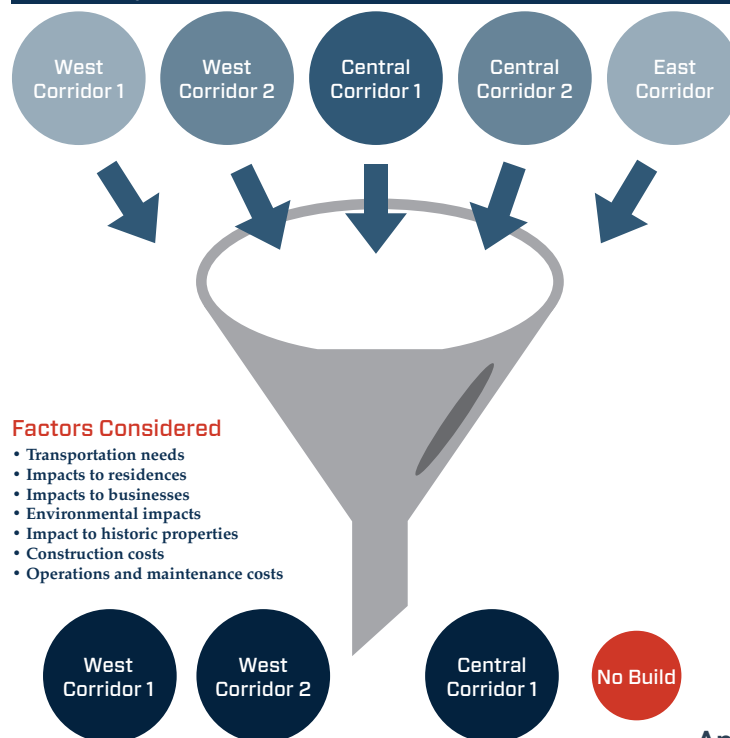
**HENDERSON PROJECT OFFICE**  
1870 Barnett Court, Suite 100, Henderson, KY 42420  
P: 888-515-9756 E: [i69@ohiorivercrossing.com](mailto:i69@ohiorivercrossing.com)



Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

### Screening Process

Five broad corridors for a new I-69 Ohio River Crossing were unveiled in April. Since then, the project team has been collecting data and gathering feedback from the public, agencies and stakeholders. The goal is to identify the corridors that meet the purpose and need of the project, minimize impacts and provide a cost-effective, long-term solution.



## Corridors for Additional Study

All three build corridors maximize the use of existing highway.

### West Corridor 1

Lowest long-term maintenance costs with US 41 bridges replaced, more homes impacted.

### West Corridor 2

Lowest long-term maintenance costs with US 41 bridges replaced, more businesses impacted.

### Central Corridor 1

Lowest construction costs, fewest residential locations and no business relocations. Future of the US 41 bridges to be determined.

### No Build Alternative

As required by law, a No Build Alternative is carried forward for comparison.

### Not Recommended for Further Evaluation

#### East Corridor:

Longest corridor with highest construction and operation costs and high environmental impacts.

#### Central Corridor 2:

Second highest new roadway miles and operation costs, high environmental impacts.

## What Happens Next – Alternatives Developed in Each Corridor

### Additional data collection

- Detailed field surveys
- Impact assessment
- Engineering analyses

### Tolling options evaluated

- Toll the new I-69 bridge
- Toll the new I-69 bridge and US 41 bridges
- Potential tolling rates

### Future of US 41 bridges evaluated

- Keep one bridge open
- Keep both bridges open
- Close both bridges

## A preferred alternative is expected by fall of 2018.

### Join the Conversation

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment

#### Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C Evansville, IN 47715 • (888) 515-9756 • info@I69OhioRiverCrossing.com

#### Henderson Project Office

Open Wednesday and Friday

1970 Barrett Ct., Ste. 100 Henderson, KY 42420 • (888) 515-9756 • info@I69OhioRiverCrossing.com



I69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX





## OHIO RIVER CROSSING

### MEMORANDUM

**To:** I-69 ORX Project Team

**From:** Public Involvement Team

**Date:** April 3, 2018

**Subject:** Summary for February Public Open Houses

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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

## MEMORANDUM – February 2018 Public Open House Summary

- **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

## MEMORANDUM – February 2018 Public Open House Summary

- 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.

# MEMORANDUM – February 2018 Public Open House Summary

## 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.



## MEMORANDUM – February 2018 Public Open House Summary

- 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.

## MEMORANDUM – February 2018 Public Open House Summary

- 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.

## MEMORANDUM – February 2018 Public Open House Summary

- 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.

## MEMORANDUM – February 2018 Public Open House Summary

- 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



## MEMORANDUM – February 2018 Public Open House Summary

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!

## MEMORANDUM – February 2018 Public Open House Summary

- 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.

## MEMORANDUM – February 2018 Public Open House Summary

- 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.

## MEMORANDUM – February 2018 Public Open House Summary

- 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.



## NOTICE OF PUBLIC OPEN HOUSES

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) public open houses to present refined alternatives for the I-69 Ohio River Crossing (I-69 ORX) project

The I-69 ORX Project Team will hold two open houses to inform and solicit feedback from residents and motorists about the refined alternatives being evaluated in the Draft Environmental Impact Statement (DEIS) for a modern Ohio River crossing between Henderson, KY, and Evansville, IN.

The first open house will be held from 4:30 to 7:30 p.m. Central time on Tuesday, February 6, 2018, at Henderson Community College, Preston Arts Center, 2660 S. Green St., Henderson, KY. Doors will open at 4:30 p.m.

A second open house will be held from 4:30 to 7:30 p.m. Central time on Wednesday, February 7, 2018, at Benjamin Bosse High School, 1300 Washington Ave., Evansville, IN. Doors will open at 4:30 p.m.

Each open house will include two brief presentations from the Project Team at 5 p.m. and 6:30 p.m. The team will be on hand to address questions and comments before and after the presentations.

Copies of open house materials will be available online by Tuesday, February 6, at [www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com) and at the project offices located at (Indiana office) 320 Eagle Crest Drive, Suite C, Evansville, IN 47715, and (Kentucky office) 1970 Barrett Court, Suite 100, Henderson, KY 42420. The Evansville office is open Monday, Tuesday and Thursday; the Henderson office is open Wednesday and Friday. Standard office hours are 8 a.m. to 5 p.m. CT or by appointment. Following the meeting, written comments may be sent to the aforementioned addresses or to [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com).

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at 888-515-9756 in advance with regard to coordinating services such as participation at the meeting venue, language, visual and audio interpretation services.

Account Number:  
/ 954072

PARSONS  
STEVE NICAISE  
320 EAGLE CREST DRIVE, SUITE C  
  
EVANSVILLE, IN 47715

**STATE OF INDIANA  
VANDERBURGH COUNTY**

RE: NOTICE OF PUBLIC OPEN HOUSE  
Indiana  
TSW DESIGN GROUP, LLC  
AD: 1902978

I LOUISE FLYNN who being sworn, is employee of the **Evansville Courier Company**, publisher of **The Evansville Courier** a daily newspaper published in the city of Evansville, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Evansville Courier & Press	01/26/18 Fri
EC-Evansville Courier & Press	02/02/18 Fri

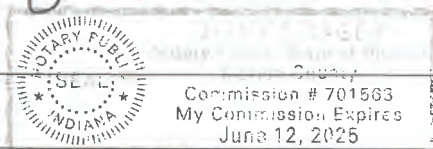
Signed *Louise Flynn* Date 2-2-18

Subscribed and sworn to before me this date:

2-2-18  
Date

*Diane May* Notary Public

My Commission expires:



86 lines @ 2 time(s) = \$331.96

> Affidavit

Prescribed by State of Board Accounts

954072 PARSONS

(Governmental Unit)

General Form No. 99P (Rev. 2009A)

To Evansville Courier & Press

Vanderburgh County, Indiana PO Box 268, Evansville, IN 47702

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Total number of lines in notice	86.0

COMPUTATION OF CHARGES

86.0 lines, 1 columns wide equals 86.0 equivalent lines at 1.93 per line	\$331.96
Additional charges for notices with typing, rule or tabular work	\$0.00
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)	\$0.00
<b>TOTAL AMOUNT OF CLAIM</b>	<b>\$331.96</b>

DATA FOR COMPUTING COST

Width of single column in picas	9p0	Size of type	7 pnts
Number of insertions	2		

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

EC-Evansville Courier & Press 01/26/18 Fri

EC-Evansville Courier & Press 02/02/18 Fri

Ad ID 1902978

Additionally, the statement checked below is true and correct:

- ☐ Newspaper does not have a Web site.
- ☒ Newspaper has a Web site and this public notice was posted on the same day it was published in the newspaper.
- ☐ Newspaper has a Web site, but due to technical problem or error, public notice was posted on \_\_\_\_\_
- ☐ Newspaper has a Web site but refuses to post the public notice.

Date \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Attach copy of advertisement here

**NOTICE OF  
PUBLIC OPEN HOUSES**

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) public open houses to present refined alternatives for the I-69 Ohio River Crossing (I-69 ORX) project

The I-69 ORX Project Team will hold two open houses to inform and solicit feedback from residents and motorists about the refined alternatives being evaluated in the Draft Environmental Impact Statement (DEIS) for a modern Ohio River crossing between Henderson, KY, and Evansville, IN.

The first open house will be held from 4:30 to 7:30 p.m. Central time on Tuesday, February 6, 2018, at Henderson Community College, Preston Arts Center, 2660 S. Green St., Henderson, KY. Doors will open at 4:30 p.m.

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Each open house will include two brief presentations from the Project Team at 5 p.m. and 6:30 p.m. The team will be on hand to address questions and comments before and after the presentations.

Copies of open house materials will be available online by Tuesday, February 6, at [www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com) and at the project offices located at (Indiana office) 320 Eagle Crest Drive, Suite C, Evansville, IN 47715, and (Kentucky office) 1970 Barrett Court, Suite 100, Henderson, KY 42420. The Evansville office is open Monday, Tuesday and Thursday; the Henderson office is open Wednesday and Friday. Standard office hours are 8 a.m. to 5 p.m. CT or by appointment. Following the meeting, written comments may be sent to the aforementioned addresses or to [info@i69OhioRiverCrossing.com](mailto:info@i69OhioRiverCrossing.com).

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at 888-515-9756 in advance with regard to coordinating services such as participation at the meeting venue, language, visual and audio interpretation services.  
(Courier & Press, Jan. 26, Feb. 2, 2018) hspaxlp



AFFP  
NOTICE OF PUBLIC OPEN HOUSES I

## Affidavit of Publication

STATE OF KY }  
COUNTY OF DAVIESS } SS

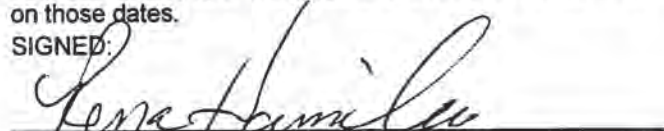
Rena Hamilton, being duly sworn, says:

That she is Accounting Clerk of the Messenger- Inquirer, a daily newspaper of general circulation, printed and published in Owensboro, Daviess County, KY; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

February 04, 2018

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Accounting Clerk

Subscribed to and sworn to me this 4th day of February 2018.



Melanie Miller, , Daviess County, KY

My commission expires: September 26, 2019

00146216 00568023

Amber Schaudt  
I-69 Ohio River Crossing Evansville Project Office  
320 Eagle Crest Drive  
Suite C  
Evansville, IN 47715

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Account Number:  
/ 954072

STATE OF WISCONSIN  
BROWN COUNTY

PARSONS  
STEVE NICAISE  
320 EAGLE CREST DRIVE, SUITE C  
EVANSVILLE, IN 47715

RE: NOTICE OF PUBLIC OPEN HOUSES  
Indiana  
TSW DESIGN GROUP, LLC  
AD: 1902995

I Sarah Baugnot who being sworn,  
is an employee of The Evansville Courier and Press, publisher of **THE GLEANER**, a newspaper published and having a  
general circulation in the City of Henderson, Kentucky, in said county and state and that the legal advertisement, of which the  
attached is a true copy, was printed in its issues of:

EC-Gleaner 01/26/18 Fri  
EC-Gleaner 02/02/18 Fri

Sarah Baugnot Signed 2/2/18 Date

Subscribed and sworn to before me this date:

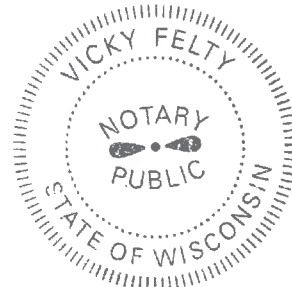
2-2-18  
Date

Vicky Felty Notary Public

Notary is Resident of **Brown County, State of Wisconsin**

My Commission expires: 9-19-21

80 lines @ 2 time(s) = \$188.80



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**OHIO RIVER  
CROSSING**

# **I-69 Ohio River Crossing Media Coverage Report**



# I-69 Ohio River Crossing Media Coverage Report

January 1 – February 5, 2018

## TOP OUTLETS

Outlet	Number of Clips	Reach
Eyewitness News Daybreak - WEH...	5	51,997
Owensboro Messenger-Inquirer O...	4	277,164
Evansville Courier & Press Online	3	942,996
The Journal Gazette Online	2	1,594,664
Equipment World Online	2	173,136
Messenger-Inquirer	2	41,226
Associated Press	2	0
INside Edge	2	141,062
Eyewitness News at 5 PM - WEHT-...	2	36,424
WBIW-AM Online	2	114,390

## TOP ARTICLES

Headlines	Reach
*Public meetings set on I-69 Ohio River bridge routes	11,512,364
Preliminary alternatives for I-69 Ohio River CrossingThu...	4,336,247

\* Appeared in multiple publications

## TOP ARTICLES

Headlines	Reach
Public meetings set on I-69 Ohio River bridge routes	11,512,364
Preliminary alternatives for I-69 Ohio River CrossingThu...	4,336,247
Public meetings set on I-69 Ohio River bridge routes	2,116,614
Public meetings set on I-69 Ohio River bridge routes	1,522,191
Wal Mart Stores : As I-69 route selection continues, U.S...	1,371,410
Public meetings set on I-69 Ohio River bridge routes	1,216,949
Public meetings set on I-69 Ohio River bridge routes	1,204,457
Public meetings set on I-69 Ohio River bridge routes	1,081,093
Public meetings set on I-69 Ohio River bridge routes	821,473
Public meetings set on I-69 Ohio River bridge routes   I...	797,332

## TOP OUTLETS

Outlet	Number of Clips	Reach
Eyewitness News Daybreak - WEH...	6	67,222
Evansville Courier & Press Online	4	1,257,328
44News This Morning at 5 - WEVV...	3	234
44News at 10 - WEVV-TV	3	7,435
44News This Morning at 6 - WEVV...	3	719
44News This Morning at 5 - WEVV...	3	450
44News at Noon - WEVV-TV	2	3,516
44News at 6 - WEVV-TV	2	5,958
WTVW-TV Online	2	384,732
WBIW-AM Online	2	114,390

February 1 – 28, 2018

### Three Alternatives Proposed For I-69 Bridge

**44 News – WEVV-TV**

“I-69 Ohio River Crossing Project officials have narrowed five proposals down to three preliminary alternatives. All of the proposals would have a major impact on the property owners and others in the area, so officials are looking for more public input.”

**January 31, 2018**

### As I-69 Route Selection Continues, U.S. 41 Businesses Watch, Wait

**Courier Press**

“HENDERSON, Ky. — Over the last three or four years, Jeff Troxel estimates that \$25 million to \$30 million has been invested along the heavily traveled U.S. 41 strip in Henderson.”

**February 6, 2018**

### The Twin Bridges: A Historic Landmark?

**Tristate Online**

“With the new I-69 Ohio River Crossing expected to be built in the next few years, one or both of the Twin Bridges will be out of service.”

**February 7, 2018**

### I-69 Ohio River Bridge Team Talks Costs, Tolls

**The Messenger Online**

“Projected costs are approaching \$1.5 billion and tolls will definitely be required to help pay for a new bridge across the Ohio River between Henderson and Evansville, Indiana.”

**February 16, 2018**

### Community Leaders, Lawmakers Discuss I-69 Ohio River Crossing Project At Statehouse

**44 News – WEVV-TV**

“Community leaders from Henderson and Evansville and lawmakers discuss the I-69 Ohio River Crossing project at the statehouse. On Thursday, they discussed federal funding opportunities for the project at the Statehouse in Indianapolis.”

**February 16, 2018**

**TOTAL MENTIONS**

110

**TOTAL REACH**

33.60M

# I-69 ORX PRELIMINARY ALTERNATIVES

**MINDY PETERSON, PUBLIC INVOLVEMENT**  
**DAN PREVOST, ENVIRONMENTAL LEAD**



## WHAT IS HAPPENING

- Preliminary alternatives developed for each corridor include:
  - Number of lanes needed for cross-river traffic
  - Potential property impacts
  - Total project costs and financial feasibility
- Refinement and evaluation of alternatives continues





# ALTERNATIVES DEVELOPMENT

3



## July 2017 Corridors

- West Corridor 1
- West Corridor 2
- Central Corridor 1
- No Build

4



# Bridge Scenarios

- For each corridor, 3 bridge scenarios were considered:
  - Build a 6-lane I-69 bridge for all cross-river traffic and remove both US 41 bridges
  - Build a 4-lane I-69 bridge and retain one US 41 bridge for local traffic
  - Build a 4-lane I-69 bridge and retain both US 41 bridges for local traffic
- Based on this approach, 10 bridge scenarios were screened



5

	West Corridor 1 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	West Corridor 2 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	Central Corridor 1 <small>New I-69 Bridge Approximately 1.5 Miles East of Existing Bridge</small>
Zero US 41 Bridges in Service	<b>BRIDGE SCENARIO 2</b>  New I-69 Bridge      Not in Service      Not in Service Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 5</b>  New I-69 Bridge      Not in Service      Not in Service Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 8</b>  Not in Service      Not in Service      New I-69 Bridge Existing SB US 41 Bridge      Existing NB US 41 Bridge
One US 41 Bridge in Service	<b>BRIDGE SCENARIO 3</b>  New I-69 Bridge      Existing SB US 41 Bridge      Not in Service* Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 6</b>  New I-69 Bridge      Existing SB US 41 Bridge      Not in Service* Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 9</b>  Existing SB US 41 Bridge      Not in Service*      New I-69 Bridge Existing SB US 41 Bridge      Existing NB US 41 Bridge
Two US 41 Bridges in Service	<b>BRIDGE SCENARIO 4</b>  New I-69 Bridge      Existing SB US 41 Bridge      Existing NB US 41 Bridge Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 7</b>  New I-69 Bridge      Existing SB US 41 Bridge      Existing NB US 41 Bridge Existing SB US 41 Bridge      Existing NB US 41 Bridge	<b>BRIDGE SCENARIO 10</b>  Existing SB US 41 Bridge      Existing NB US 41 Bridge      New I-69 Bridge Existing SB US 41 Bridge      Existing NB US 41 Bridge

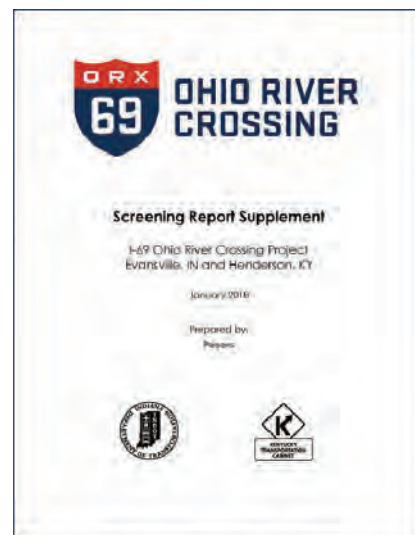
NB = Northbound      SB = Southbound      ↑ = Northbound Lane      ↓ = Southbound Lane      \* Which bridge to remain for 2-way traffic to be determined through NEPA/Section 106 process

6



# Alternatives Development and Supplemental Screening

- Identify and evaluate interchanges (access, traffic performance, safety)
- Minimize or avoid impacts to sensitive resources
- Consider US 41 corridor accessibility and visibility
- Adjust cost estimates to year of expenditure
- Estimate life-cycle maintenance costs for I-69 and US 41 bridges
- Use traffic models to evaluate bridge and toll scenarios



7

## Traffic Modeling

- 6 lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts
  - I-69, like all interstate bridges, must be at least 4 lanes (2 lanes in each direction)
  - Providing more than 6 lanes would unnecessarily add to long-term operations and maintenance costs
  - Reducing long-term operations and maintenance costs for cross-river mobility improves the financial feasibility of the alternatives



8

# PRELIMINARY ALTERNATIVES

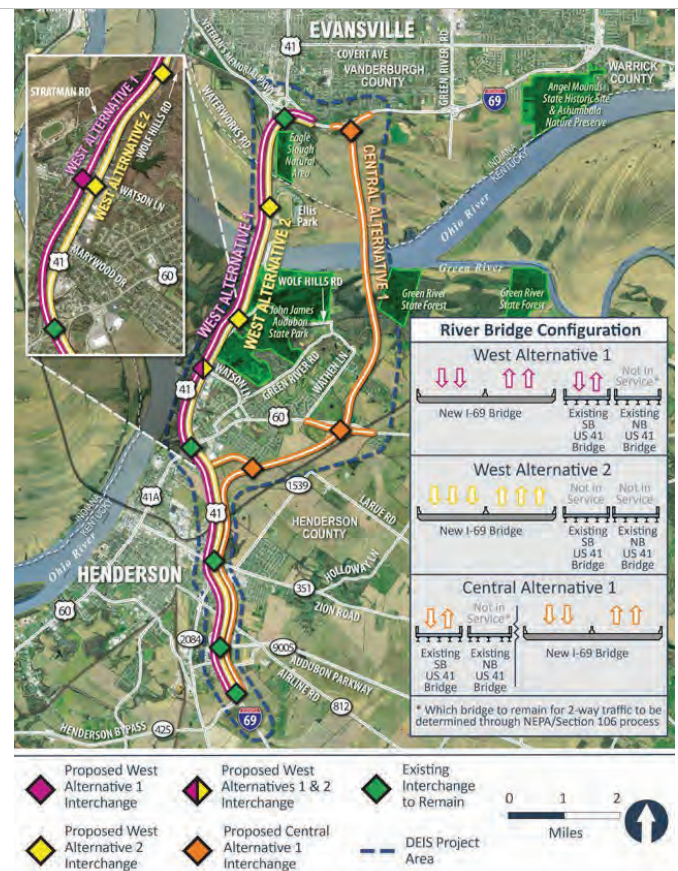
9



## Preliminary Alternatives

- West Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- West Alternative 2: 6-lane I-69 bridge with both US 41 bridges removed from service
- Central Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- No Build Alternative: Required to serve as baseline for comparison
- Other alternatives could be considered based on further analysis

10

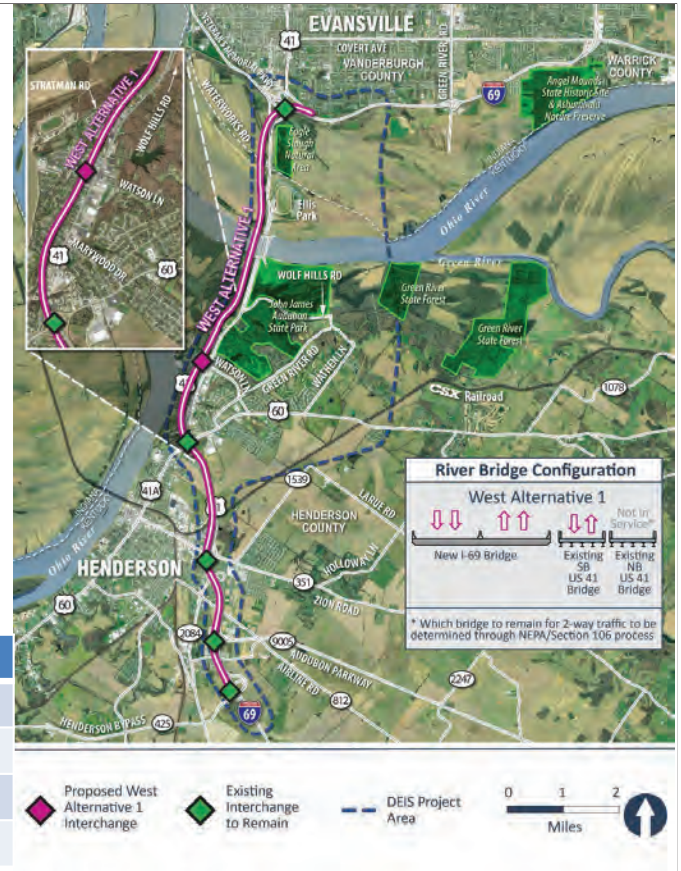




# West Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Relocations: 213 residential, 21 businesses
- Considering improvements to US 41 corridor
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane and US 41/Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough

35-year Cost Estimate	
Construction	\$710 M
R/W, Design, Maint, Other	\$291 M
Inflation	\$465 M
Total YOE Cost	\$1,466 M

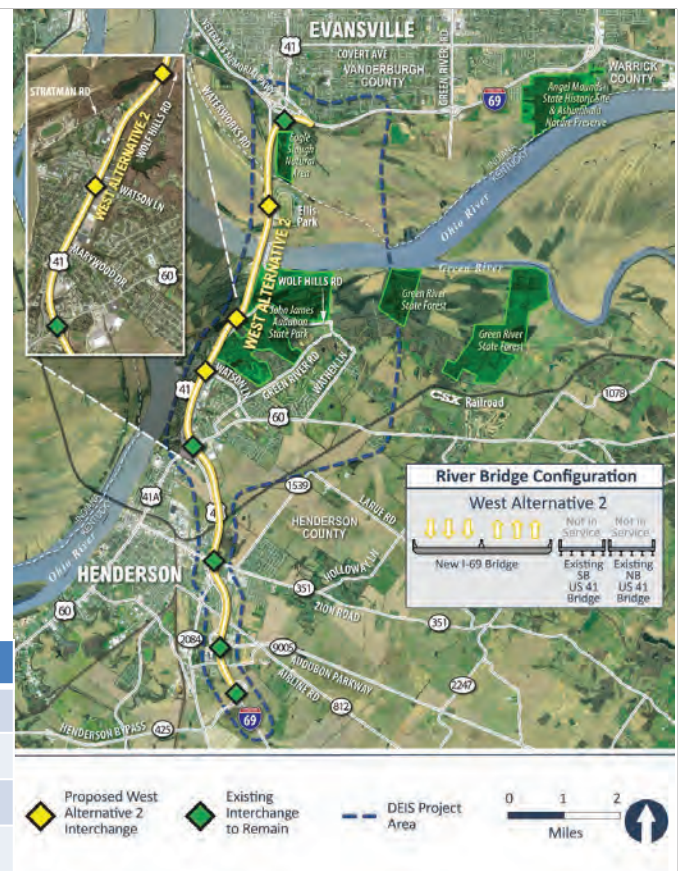


11

# West Alternative 2

- Build a 6-lane I-69 bridge
- Remove both US 41 bridges from service
- Relocations: 119 residential, 58 businesses
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane, Wolf Hills/Stratman, Nugent Drive and US 41/ Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough

35-year Cost Estimate	
Construction	\$759 M
R/W, Design, Maint, Other	\$274 M
Inflation	\$454 M
Total YOE Cost	\$1,487 M



12

# Central Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Relocations: 2 residential, 0 businesses
- Bypass the US 41 corridor
- Considering improvements to US 41 corridor
- New interchanges at US 41 (south end), US 60 and Veterans Memorial Pkwy
- Alignment shifted to avoid wetland mitigation and historic properties at US 60

35-year Cost Estimate	
Construction	\$763 M
R/W, Design, Maint, Other	\$248 M
Inflation	\$404 M
Total YOE Cost	\$1,415 M



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# Transportation Funding Challenges

- Federal motor fuel taxes fund largest share of IN and KY state transportation construction
- Federal gasoline taxes have not increased since 1997
- Construction costs +74% since 2003
- **Motor fuel taxes/mile buys 50% less today than in 1997**

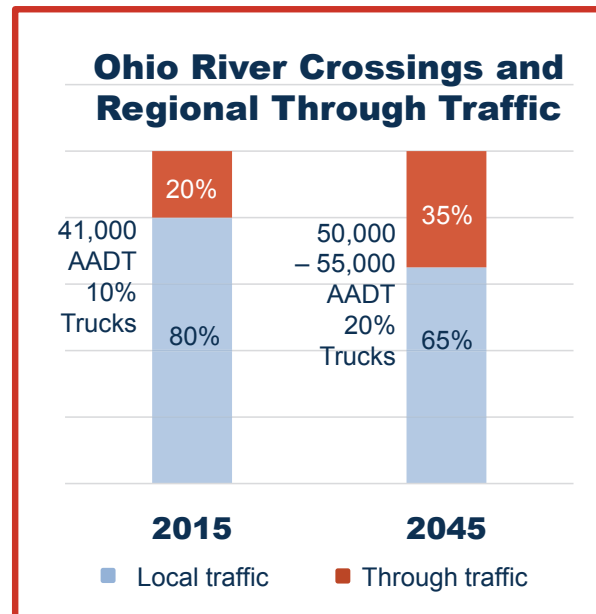


14



# I-69 ORX Funding and Tolls

- Requires multiple funding sources:
  - Traditional federal and state funding
  - Toll revenues
- More than 80% cross-river traffic today is local, forecasted to be 65% in 2045 after completion of I-69 in Indiana and Kentucky
- NEPA must consider consequences and mitigation for possible tolling policies
  - No scenarios pay for 100% of the project
  - What we know today:
    - I-69 will be tolled
    - With W1 and C1, tolling US 41 may be necessary
  - Final toll policies determined with funding plan before construction



15

## NEXT STEPS

16



# Draft Environmental Impact Statement

- 20+ technical studies underway
- Project Team includes 150+ people
- Detailed document will include an analysis of benefits and impacts of each alternative
- Will identify a preferred alternative
- DEIS is a decision-making tool that will be used by leadership in both states



17

# Project Timeline

## Fall 2018:

- Preferred alternative identified
- DEIS published
- Public hearings held on both sides of the river

## Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



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# STAY INFORMED

19



## Project Offices

- **Evansville**  
320 Eagle Crest Dr., Ste. C  
Open Monday, Tuesday and Thursday  
8 a.m. – 5 p.m., or by appointment
- **Henderson**  
1970 Barrett Ct., Ste. 100  
Open Wednesday and Friday  
8 a.m. – 5 p.m., or by appointment
- **Project line (888) 515-9756**

20



## Stay in Touch

- **Email**  
info@I69ohiorivercrossing.com
- **Website**  
www.I69ohiorivercrossing.com
- **Facebook**  
I-69 Ohio River Crossing
- **Twitter**  
@I69ORX



21

## Tonight's Open House

- Maps, videos and additional information throughout the venue
- Six stations to discuss alternatives and potential property impacts
- Project Team members available to answer questions
- Surveys and comment cards collected through February 28
- Meeting materials and screening report supplement available online at [i69ohiorivercrossing.com](http://i69ohiorivercrossing.com)



22



OHIO RIVER  
CROSSING

# THANK YOU



# WELCOME







# ENVIRONMENTAL STUDIES



# VIDEOS



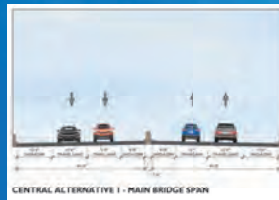




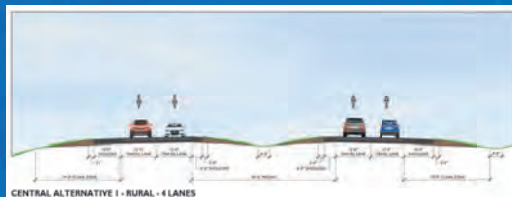
# CENTRAL ALTERNATIVE 1



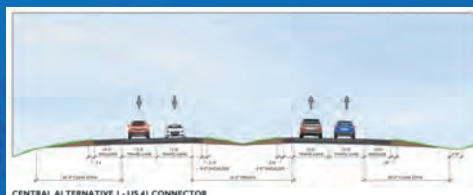
## CENTRAL ALTERNATIVE 1 TYPICAL CROSS SECTIONS



CENTRAL ALTERNATIVE 1 - MAIN BRIDGE SPAN



CENTRAL ALTERNATIVE 1 - RURAL - 4 LANES



CENTRAL ALTERNATIVE 1 - US 41 CONNECTOR

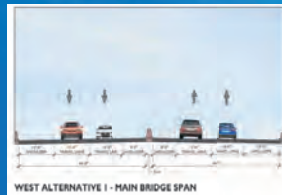




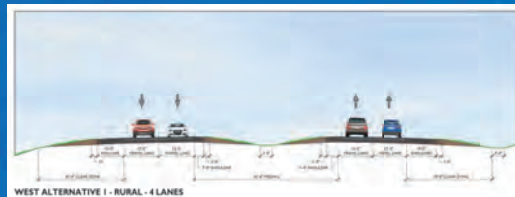
# WEST ALTERNATIVE 1



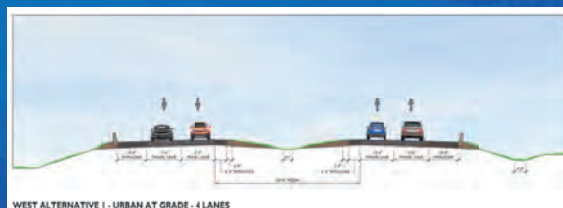
## WEST ALTERNATIVE 1 TYPICAL CROSS SECTIONS



WEST ALTERNATIVE 1 - MAIN BRIDGE SPAN



WEST ALTERNATIVE 1 - RURAL - 4 LANES



WEST ALTERNATIVE 1 - URBAN AT GRADE - 4 LANES





# WEST ALTERNATIVE 2



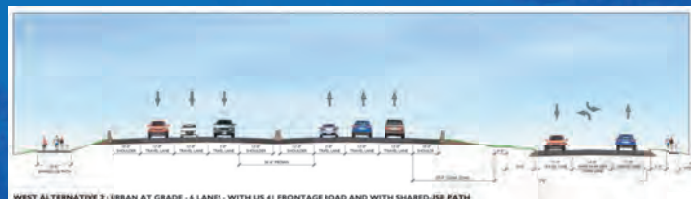
## WEST ALTERNATIVE 2 TYPICAL CROSS SECTIONS



WEST ALTERNATIVE 2 - MAIN BRIDGE SPAN - 6 LANES



WEST ALTERNATIVE 2 - RURAL - 6 LANES



WEST ALTERNATIVE 2 - URBAN AT GRADE - 6 LANE - WITH US 41 FRONTAGE ROAD AND WITH SHARED-USE PATH





# **US 41 SOUTH OF RAILROAD (FORMERLY EDWARD T. BREATHITT PENNYRILE PARKWAY)**



# **LAND ACQUISITION**







**[I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com)**



# POTENTIAL PROPERTY IMPACTS





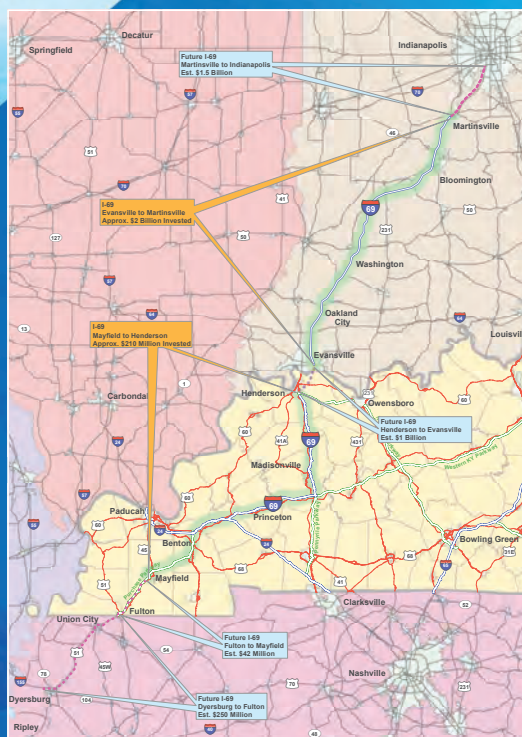
## ABOUT PRELIMINARY ALTERNATIVES:

**Right-of-way and property  
impacts are preliminary.**

**Specific impacts to  
properties will not be final  
until after the Record of  
Decision is issued and more  
detailed plans are prepared.**



## I-69 Projects Indiana - Kentucky - Tennessee





## MEMORANDUM

**To:** I-69 ORX Project Team

**From:** Public Involvement Team

**Date:** June 11, 2018

**Subject:** Summary for Community Conversations

---

Six Community Conversation sessions – three each in Evansville and Henderson – were held between April 3 and May 1, 2018 (see attached flier for meeting times and locations). The goal of the Community Conversations was to hear residents’ and business owners’ feedback and questions about the preliminary alternatives and tolling, with a specific focus on the potential effects on low-income and minority individuals, identified as Environmental Justice (EJ) populations.

The Community Conversations were hosted in EJ block groups and promoted extensively to increase participation. That includes:

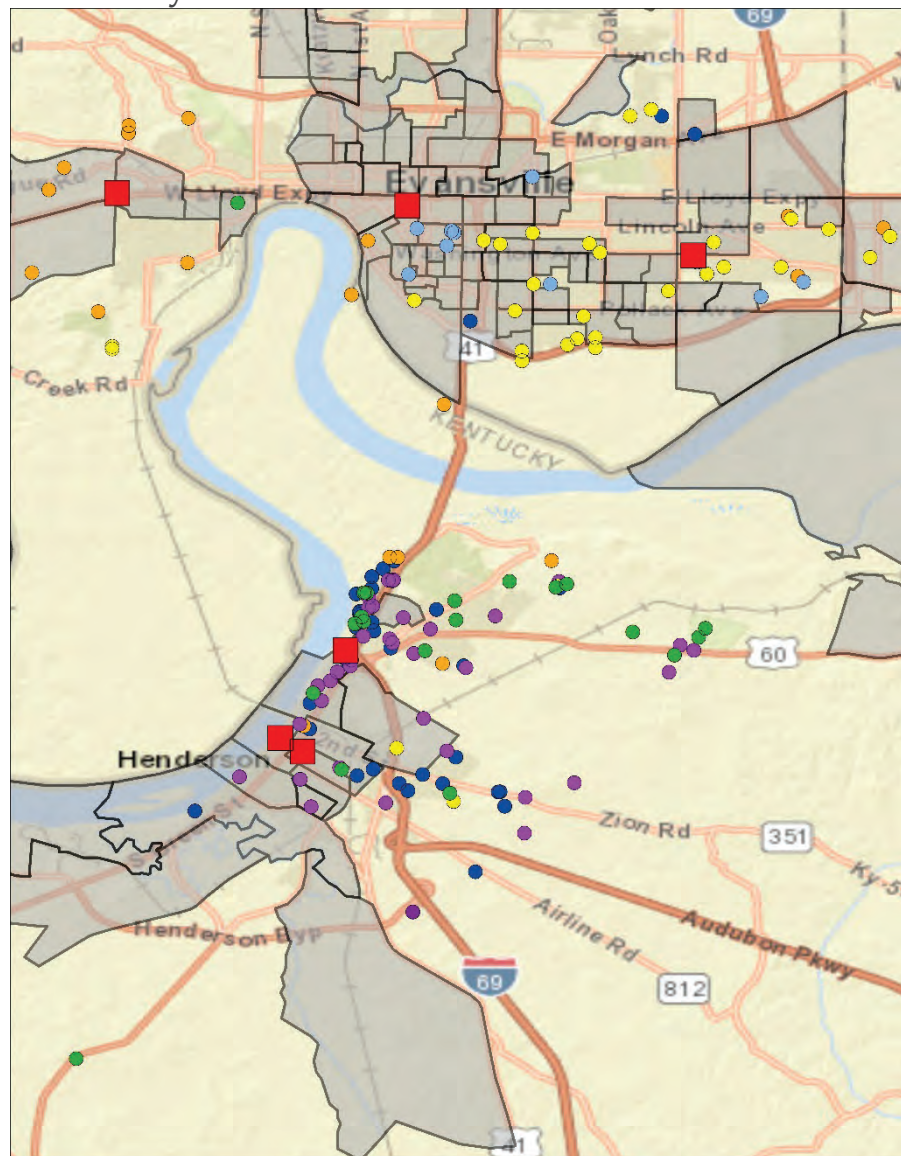
- Mailing postcards to 6,000 residences within the EJ block groups and other areas that would be directly affected by the build alternatives
- Promoting the events through the news media
- Contacting those who opted in to project communications, including e-mail updates, text message and social media
- Sharing the meeting flier with the project’s EJ Subcommittee, local elected officials, churches, and all students in the Henderson and Evansville school systems
- Posting the meeting flier in grocery stores, transit agencies, libraries, meeting sites and other partners, and at Tri-Fest in Henderson

Approximately 255 people attended the meetings. The map on the following page shows the residence locations of those who attended. While demographic data (e.g., race or income) was not requested from individual attendees, 34% of attendees were from identified EJ block groups. The nature of the questions and comments raised at the meeting indicates that EJ populations were well represented.



## MEETING SUMMARY – Community Conversations

### Community Conversations Attendees' Residence Locations



#### LEGEND:

- Meeting locations
- Red Bank Library branch, Evansville, April 17
- McCollough Library Branch, Evansville, April 30
- Henderson Public Library, April 11
- C.K. Newsome Community Center, Evansville, April 3
- The Gathering Place, April 18
- Housing Authority of Henderson, May 1
- EJ block groups

**Note:** 34 individuals lived outside of the map area.

### Format

Each Community Conversation included a presentation from a Project Team member, either as one large group or in small groups. Following the presentation, project team members facilitated a discussion with attendees, who were encouraged to ask questions. Discussions about tolling and its potential effect on EJ populations were initiated by project team members when not raised by attendees.

Project materials included the maps of the preliminary alternatives, the February 2018 public open house handout, a handout on tolling, Follow our Progress cards and comment cards. Surveys were also distributed for those who wanted to provide additional input.



## MEETING SUMMARY – Community Conversations

### Feedback and Questions

#### Purpose and Need:

- Some attendees at the meetings in Henderson believe addressing and/or impacting US 41 should not be part of the I-69 project. “Why are you giving us a US 41 solution to fix an I-69 problem?”
- Several people believe the bridges are in acceptable condition and don’t need to be addressed.

#### Tolling/Funding:

- Each meeting brought people who oppose tolling on principle. They believe their existing taxes should cover the expense of constructing the new bridge and I-69 connection.
- Many attendees in Henderson expressed concern that they will be shouldering much more of the burdens (like right-of-way impacts, paying tolls to go to the doctor, etc.) than Evansville residents. Henderson residents may have to re-evaluate where they work, receive medical treatment and go for entertainment.
- Many people at the Henderson sessions expressed concerns about their residences and potential impacts. Where will they go, will they be fairly compensated, what is the process and what if they can’t find comparable housing?
- With the exception of those who are completely opposed to tolling, most attendees would accept a tolled I-69 crossing if one of the US 41 bridges remained free and in service.
- At nearly every event, people said it is unfair for Evansville and Henderson residents to be expected to possibly pay tolls for all crossings, especially with toll-free options available in Louisville.
- Others asked how the Blue Bridge in Owensboro was financed without using tolls.
- The impact of tolling on household finances was a prominent theme at the events in Henderson. Many people live on a limited income and stated they could not afford a toll of any amount, even for occasional trips.
- A few individuals at the Henderson events indicated they might consider moving if they had to pay a toll to get to work.
- If there is no toll-free option, several people in both cities favor a discounted rate, or reimbursement, for people who use the bridge frequently. Ohio River Bridges in Louisville was cited as a good example.
- Others believe that low-income individuals should receive a discounted toll rate.
- A few felt that giving any type of discounted toll is unfair, because a vehicle’s wear and tear on the bridge is the same regardless of the driver.

## MEETING SUMMARY – Community Conversations

### US 41 Bridges:

- Multiple people in both cities feel strongly that both US 41 bridges should remain in service.
- When asked, most people who attended the events agreed that keeping only one US 41 bridge in service is acceptable if it is not tolled.
- Individuals in both cities believe redundancy is needed to prevent congestion if the I-69 bridge is closed because of accidents, barge crashes or natural disasters.
- Some asked whether trucks can be prohibited from using the US 41 bridges once construction is complete.
- Others believe the states should toll only truck traffic on US 41, encouraging trucks to take I-69 instead of adding to the wear and tear on the existing bridges.

### Alternatives:

- Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing.
- Individuals at the events in Henderson expressed the following about the alternatives:
  - Some are concerned that routing I-69 traffic along the existing strip (West Alternatives 1 and 2) would hurt the character and quality of life in Henderson.
  - Many attendees do not believe any road project should impact homes or businesses, so they favor Central Alternative 1.
  - Some believe that Central Alternative 1 would destroy the US 41 corridor by creating a bypass, forcing businesses to close and motorists to miss Henderson altogether.
- Businesses and elected officials in Henderson want to ensure that the Project Team is considering the economic impacts of all alternatives. They made the following suggestions:
  - Redesign the southernmost interchange to accommodate easier flow of northbound vehicles to US 41 to reach restaurants and hotels located on the strip
  - Consider the potential loss of business and tax revenue due to declining business when determining economic impact, for any route option
  - Place clear and proper signage for I-69 directing traffic to business along the US 41 strip
  - Consider the redevelopment of the US 41 strip
  - Keep both Twin Bridges open and toll free
- Most attendees in both cities are against West Alternative 2 because it would remove both US 41 bridges from service. They cited the need for redundancy and no toll-free options as the primary factors.
- A few people expressed concerns about congestion along US 41 during construction, especially if West Alternatives 1 or 2 are selected.
- A few people in both cities asked whether the East Corridor could be reconsidered. They cited proximity to Owensboro and the economic development potential of the East Corridor as their reason for the request.

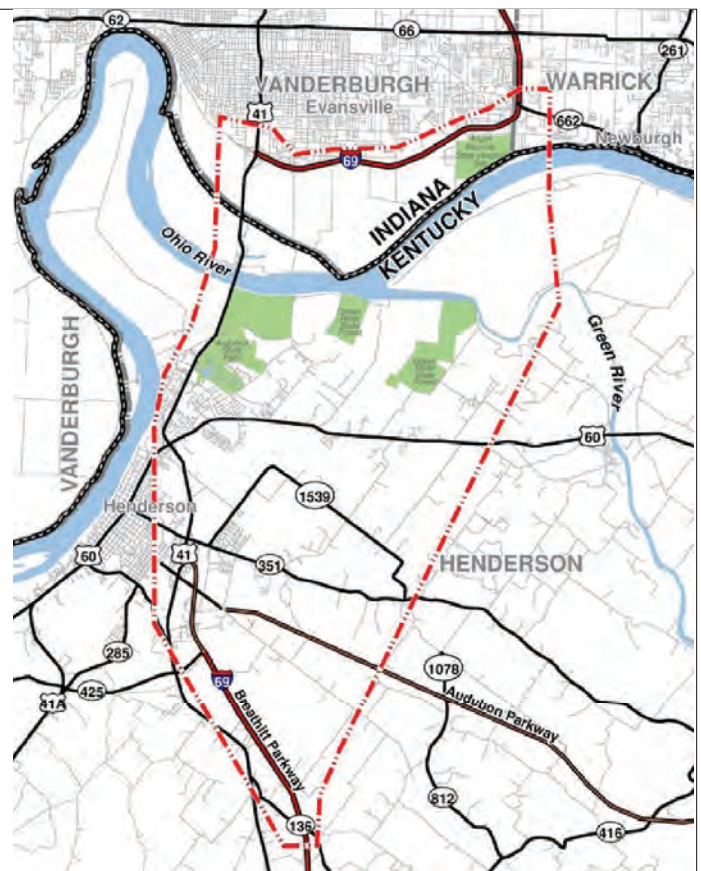
# COMMUNITY CONVERSATION

APRIL 2018



## Purpose and Need

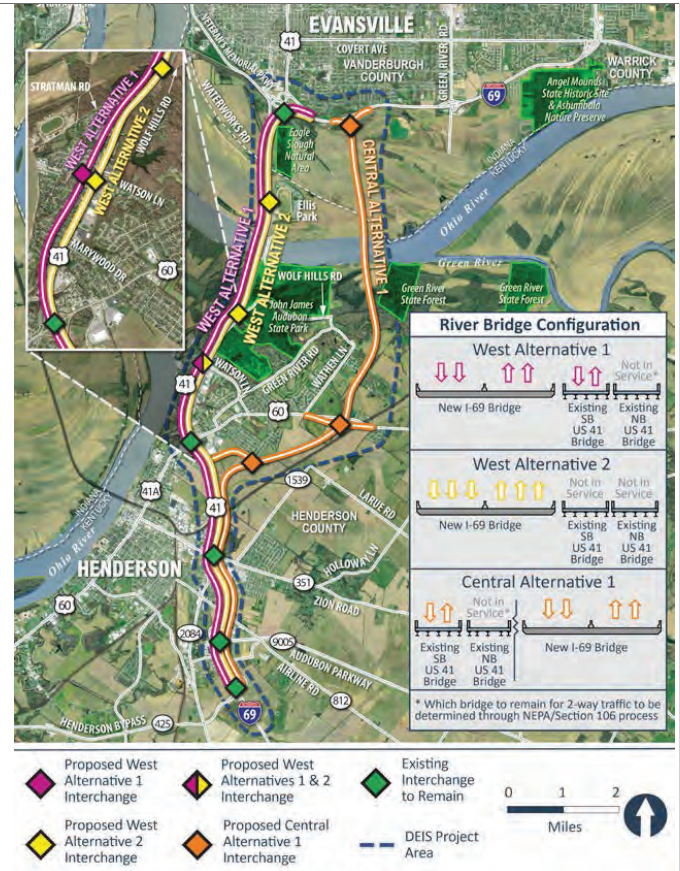
- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic





# Preliminary Build Alternatives

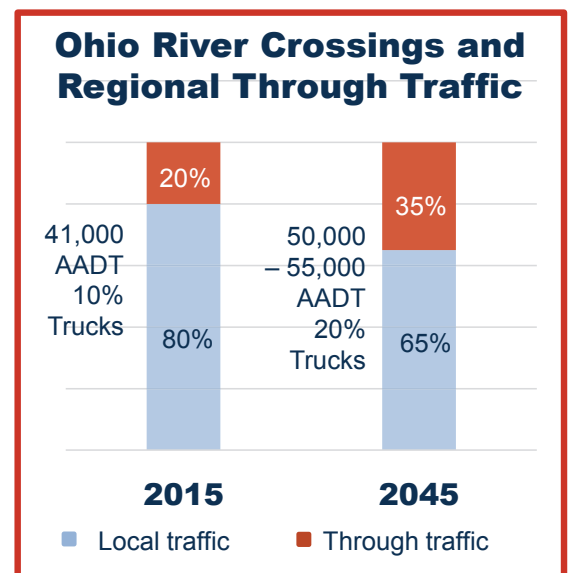
- West Alternative 1
  - 4-lane I-69 bridge and one US 41 bridge for local traffic
- West Alternative 2
  - 6-lane I-69 bridge with both US 41 bridges removed from service
- Central Alternative 1
  - 4-lane I-69 bridge and one US 41 bridge for local traffic



3

# Paying for I-69 ORX

- Requires multiple funding sources:
  - Traditional federal and state funding
  - Toll revenues
- More than 80% cross-river traffic today is local, forecasted to be 65% in 2045
- NEPA must consider consequences and mitigation for possible tolling policies
  - No scenarios pay for 100% of the project
  - What we know today:
    - I-69 will be tolled
    - With W1 and C1, tolling US 41 may be necessary
  - Final toll policies determined with funding plan before construction



4



# Modern Tolling

- System is 100% automated
- No booths, slowing down or money exchanged
- Cameras and sensors are mounted on gantries across the roadway
- Drivers with prepaid accounts and transponders pay the lowest rates
- Cameras capture license plates
  - Using BMV/DMV records, bills are mailed



## For Discussion: Louisville Toll Rates

- I-69 ORX DEIS and FEIS will address impacts and potential mitigation of tolling
- In DEIS, Team will refer to Louisville's Ohio River Bridges project because of similarities
- Potential toll rates HAVE NOT been determined
- Indiana and Kentucky will establish a bi-state authority to set toll policy and rates

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7' 6" in height	\$2	\$3	\$4
	2-axle more than 7' 6" in height	\$5	\$6	\$7
Medium Vehicle	All 3-axle	\$5	\$6	\$7
	All 4-axle	\$10	\$11	\$12
Large Vehicle	5-axle or more	\$10	\$11	\$12

# Project Timeline

## Fall 2018:

- Preferred alternative identified
- DEIS published
- Public hearings held on both sides of the river

## Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



# I-69 ORX and You

- Project's purpose and need
- Direct impacts to property
- Use of the I-69 bridge
- Future of US 41 bridges
- Tolling

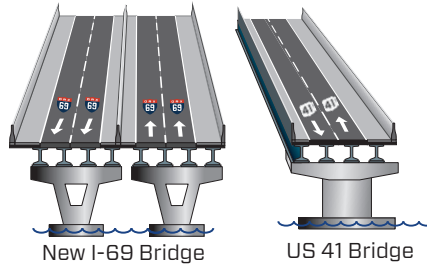


## Preliminary Alternatives

The Project Team has developed preliminary alternatives for each corridor to include the number of lanes needed for long-term cross-river mobility, how each alternative meets that need, potential property impacts and financial feasibility. A preferred alternative is expected to be identified this fall.

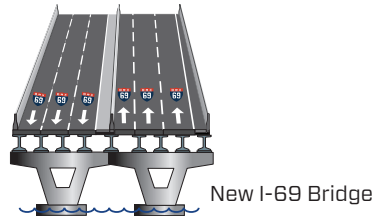
### West Alternative 1

- Build 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Reconstruct US 60 interchange and new interchanges at Watson Lane and US 41 / Veterans Memorial Parkway (north end)
- Maintain visibility to remaining businesses with all cross-river traffic
- Alignment shifted to avoid Eagle Slough



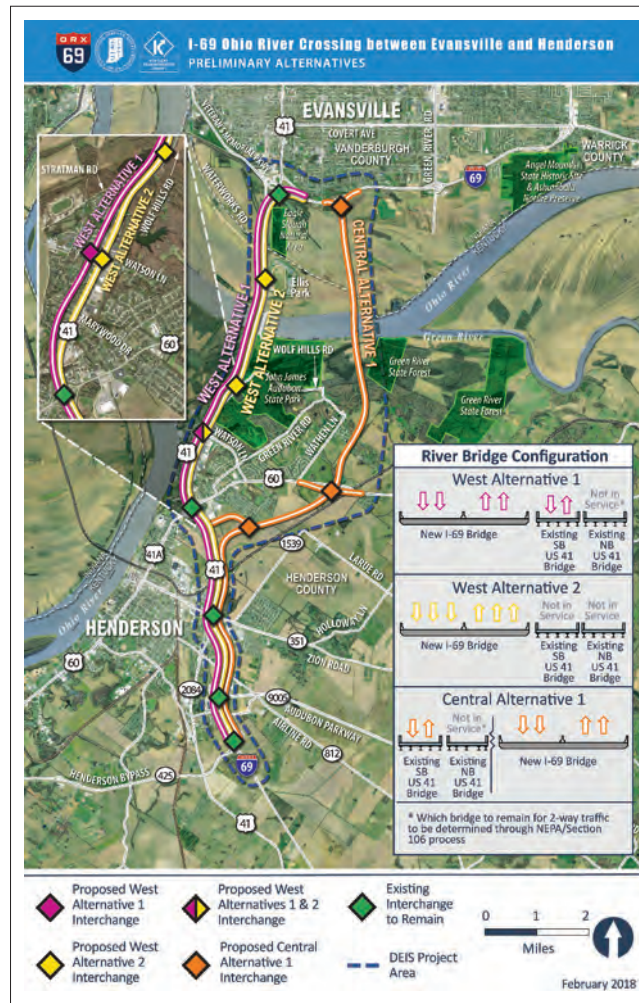
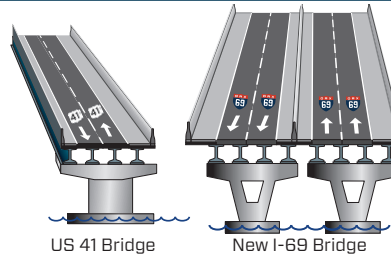
### West Alternative 2

- Build 6-lane I-69 bridge
- Remove both US 41 bridges from service
- Reconstruct US 60 interchange and new interchanges at Watson Lane, Wolf Hills / Stratman Road, Nugent Drive and US 41 / Veterans Memorial Parkway (north end)
- Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
- Alignment shifted to avoid Eagle Slough



### Central Alternative 1

- Build 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- New interchanges at US 41 (south end), US 60 and Veterans Memorial Parkway
- Bypasses the US 41 corridor
- Alignment shifted to avoid wetland mitigation site and historic properties at US 60





## The Project Team is preparing a Draft Environmental Impact Statement (DEIS)

# WHAT IS A DEIS?

A Draft Environmental Impact Statement (DEIS) is required by the National Environmental Policy Act for large, federally-funded projects such as I-69 ORX.



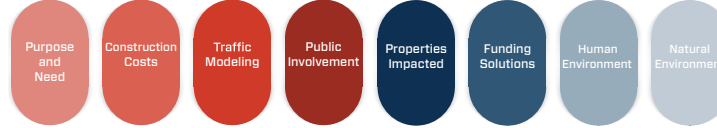
The detailed document will include a full description of the affected environment, a range of reasonable alternatives and an analysis of the benefits and impacts of each alternative.



The DEIS is a tool for decision making. The information gathered will allow executive leadership in both states to make an informed decision to deliver an I-69 ORX.



## DEIS Considerations



## What's Next



### Follow our progress



[I69ohiorivercrossing.com](http://I69ohiorivercrossing.com)



[I-69 Ohio River Crossing](https://www.facebook.com/I-69-Ohio-River-Crossing)



[@I69ORX](https://twitter.com/I69ORX)

**Visit us:** Project offices are open 8 a.m. – 5 p.m., or by appointment.

### Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C Evansville, IN 47715 (888) 515-9756 info@I69OhioRiverCrossing.com

### Henderson Project Office

Open Wednesday and Friday

1970 Barrett Ct., Ste. 100 Henderson, KY 42420 (888) 515-9756 info@I69OhioRiverCrossing.com

## El Equipo del Proyecto está preparando un Borrador de Declaración de Impacto Ambiental (DEIS)

# ¿QUÉ ES UN DEIS?

La Ley Nacional de Política Ambiental exige un Borrador de Declaración de Impacto Ambiental (DEIS) para proyectos grandes financiados por el gobierno federal como I-69 ORX (Ohio River Crossing).



El documento detallado incluirá una descripción completa del entorno afectado, una gama de alternativas razonables y un análisis de los beneficios y los impactos de cada alternativa.

El DEIS es una herramienta para la toma de decisiones. La información reunida permitirá al liderazgo ejecutivo en ambos estados tomar una decisión informada para entregar un I-69 ORX.



## Consideraciones del DEIS



## Próximamente



### Siga nuestros avances



[I69ohiorivercrossing.com](http://I69ohiorivercrossing.com)



[I-69 Ohio River Crossing](https://www.facebook.com/I-69-Ohio-River-Crossing)



[@I69ORX](https://twitter.com/I69ORX)

**Visítenos:** Las oficinas del proyecto están abiertas de 8 a.m. a 5 p.m., o con cita previa.

### Oficina del Proyecto de Evansville

Abierta lunes, martes y jueves

320 Eagle Crest Dr., Ste. C Evansville, IN 47715 (888) 515-9756 info@I69OhioRiverCrossing.com

### Oficina del Proyecto de Henderson

Abierta miércoles y viernes

1970 Barrett Ct., Ste. 100 Henderson, KY 42420 (888) 515-9756 info@I69OhioRiverCrossing.com



## CRUCE DEL RÍO OHIO

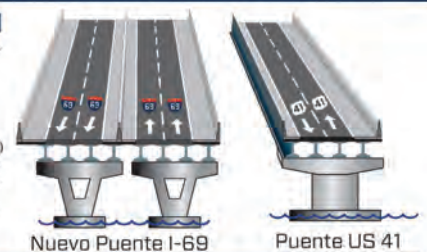
Indiana y Kentucky se han comprometido a mejorar la carretera I-69 mediante la creación de un Cruce del Río Ohio I-69 entre Evansville y Henderson.

## Alternativas preliminares

El Equipo del Proyecto ha desarrollado alternativas preliminares para que cada carretera incluya el número de carriles necesarios para la movilidad a través del río a largo plazo, como cada alternativa satisficiera esa necesidad, posibles impactos a la propiedad y viabilidad financiera. Se espera identificar una alternativa preferida este otoño.

### Alternativa oeste 1

- Construir el puente en la I-69 de 4 carriles
- Retener un puente en la US 41 para el tráfico local
- Reconstruir el cruce US 60 y nuevos cruces en Watson Lane y US 41/Veterans Memorial Parkway (extremo norte)
- Mantener la visibilidad para las empresas restantes con todo el tráfico a través del río
- La alineación cambió para evitar Eagle Slough



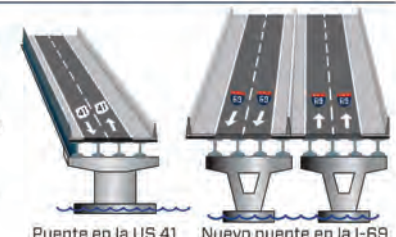
### Alternativa oeste 2

- Construir el puente en la I-69 de 6 carriles
- Sacar de servicio ambos puentes en la US 41
- Reconstruir el cruce US 60 y nuevos cruces en Watson Lane, Wolf Hills/Stratman Road, Nugent Drive y US 41/Veterans Memorial Parkway (extremo norte)
- Principalmente evita empresas en el lado este de la US 41 mientras mantiene el acceso a través de la calle lateral
- La alineación cambió para evitar Eagle Slough



### Alternativa central 1

- Construir el puente en la I-69 de 4 carriles
- Retener un puente en la carretera 41 para el tráfico local
- Nuevos cruces en la US 41 (extremo sur), US 60 y Veterans Memorial Parkway
- Rodea la carretera US 41
- La alineación cambió para evitar el banco de mitigación de humedales y propiedades históricas en la carretera US 60







## Tolling for a new I-69 Ohio River Crossing

Each alternative is expected to require a combination of toll-backed financing, traditional funds and grant opportunities to move to construction.

### Preliminary cost estimates\*:

- West Alternative 1: \$1.466 billion
- West Alternative 2: \$1.487 billion
- Central Alternative 1: \$1.415 billion

\*Source: Screening Report Supplement, year-of-expenditure 5

### What will be tolled?

I-69 **will be** tolled, regardless of which alternative is selected. The toll revenue is necessary to get a new I-69 bridge built and to be able to operate and maintain cross-river mobility in the area.

Tolling US 41 **may be necessary** if West Alternative 1 or Central Alternative 1 is selected.

### Who decides toll policy?

A bi-state body will be created to establish toll policy, which will include what facilities are tolled and toll rates.

The I-69 ORX Project Team is gathering information to help guide the decisions of the bi-state body as it develops a financial plan. That includes evaluating tolling scenarios including the potential impact on traffic and expected revenue.

Final toll policy **will not** be determined in the Draft Environmental Impact Statement (DEIS) or Final Environmental Impact Statement (FEIS).

### How much will tolls be?

The Project Team makes assumptions to evaluate tolling scenarios. As a starting place, the team is assuming toll rates would be similar to what is used in Louisville for the Ohio River Bridges Project.

Tolls in Louisville are based on the size of a vehicle, its height and number of axles. Vehicles with transponders and prepaid accounts pay the lowest toll rates.

Rates range from **\$2-\$12 per crossing**. The lowest rate of \$2 is for a passenger vehicle with a prepaid account and transponder. A passenger vehicle without an account and transponder is \$4 per crossing. The highest rate of \$12 is for a 5-axle vehicle (a semi) without a prepaid account and transponder.

### How will tolling work?

Tolling will be all-electronic tolling, which means no slowing, no stopping and no lines. Traffic keeps moving.

Sensors on toll gantries are used to read transponders, small devices on the inside of a car's windshield, and the appropriate toll is deducted from a prepaid account.

For drivers without accounts and transponders, cameras capture license plates and invoices are sent to the registered owners of the vehicles.



## MEETING SUMMARY – Community Conversations

### Community Conversations

Talk with the Project Team about preliminary alternatives and tolling for a new I-69 Ohio River Crossing.  
**We want to hear what you think.**



 <b>Tuesday April 3</b> C.K. Newsome Community Center 5 - 7 p.m.   100 Walnut St #1, Room 116A, Evansville	 <b>Wednesday April 11</b> Henderson Public Library 5 - 7 p.m.   101 S. Main St., Henderson	 <b>Tuesday April 17</b> Red Bank Library Branch 3 - 5 p.m.   120 S. Red Bank Road, Evansville
 <b>Wednesday April 18</b> The Gathering Place Senior Center 10 a.m. - 2 p.m.   1817 N. Elm St., Henderson	 <b>Monday April 30</b> McCollough Library Branch 5:30 - 7:30 p.m.   5115 Washington Ave., Evansville	 <b>Tuesday May 1</b> Housing Authority of Henderson 5:30 - 7:30 p.m.   111 S. Adams St., Henderson

### Open house format, drop in when you can

Can't make it to one of our community conversations? Contact a project office.

Project offices are open 8 a.m. - 5 p.m., or by appointment.  
(888) 515-9296 • info@i69ohiorivercrossing.com

**Evansville Project Office**  
Open Monday, Tuesday and Thursday  
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715

**Henderson Project Office**  
Open Wednesday and Friday  
1970 Barrett Ct., Ste. 100, Henderson, KY 42420



i69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX



**We want to  
hear what  
you think.**



*Working  
together for  
a better way  
to cross the  
Ohio River.*

**Open house  
format, drop  
in when  
you can.**



## Community Conversations

Talk with the Project Team about preliminary alternatives and tolling for a new I-69 Ohio River Crossing.

**Tuesday, April 3 • C.K. Newsome Community Center**

5 - 7 p.m. – 100 Walnut St. # 1, Room 118A, Evansville

**Wednesday, April 11 • Henderson Public Library**

5 - 7 p.m. – 101 S. Main St., Henderson

**Tuesday, April 17 • Red Bank Library Branch**

3 - 5 p.m. – 120 S. Red Bank Rd., Evansville

**Wednesday, April 18 • The Gathering Place Senior Center**

10 a.m. - 2 p.m. – 1817 N. Elm St., Henderson

**Monday, April 30 • McCollough Library Branch**

5:30 - 7:30 p.m. – 5115 Washington Ave., Evansville

**Tuesday, May 1 • Housing Authority of Henderson**

5:30 - 7:30 p.m. – 111 S. Adams St., Henderson

***Can't make it to one of our community conversations?***

***Contact a project office.***

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Henderson, KY 42420

Learn more at

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 **I-69 Ohio River Crossing**

 **@I69ORX**





Grocery Name	Address	City	State	ZIP	Phone
<b>Henderson</b>					
Save-A-Lot	229 S. Green St.	Henderson	KY	42420	270-826-9185
D&M Foods	702 N. Green St.	Henderson	KY	42420	270-826-9300
Henderson County Library	101 S Main St	Henderson	KY	46240	
The Gathering Place	1817 N. Elm St	Henderson	KY	46240	
Henderson Post Office	100 1st St	Henderson	KY	46240	
YMCA	460 Klutey Park Plaza	Henderson	KY	46240	270-827-9622
Goodwill	1300 S Green St	Henderson	KY	46240	270-827-4663
Salvation Army Thrift Store	1213 Washington St.	Henderson	KY	46240	270-826-5160
<b>Evansville</b>					
CAPE	401 SE 6th St #001	Evansville	IN	47713	812-425-4241
CK Newsome Community Center	100 Walnut St #1, Room 118A	Evansville	IN	47713	
Boys and Girls Club	700 Bellemeade Ave	Evansville	IN	47713	
McCollough Library	5115 Washington Ave	Evansville	IN	47715	
Red Bank Library	120 S. Red Bank Rd	Evansville	IN	47712	
Central Library	200 SE Martin Luther King Jr Blvd	Evansville	IN	47713	
METS	103 NW 6th St	Evansville	IN	47708	
Goodwill	2201 S. Weinbach Ave.	Evansville	IN	47714	812-962-4020
Goodwill	4660 W. Lloyd Expressway	Evansville	IN	47712	812-962-2772
Dunigan YMCA	6846 Oak Grove Rd	Evansville	IN	47715	812-401-9622
Price Less Foods	1550 Vann Ave	Evansville	IN	47714	812-471-7575
Price Less Foods	4851 W. Lloyd Expy	Evansville	IN	47712	812-426-7080
ALDI	6434 Oak Grove Rd.	Evansville	IN	47715	855-955-2534
Save-A-Lot	2125 S. Weinbach Ave.	Evansville	IN	47714	812-471-0552
Save-A-Lot	500 Diamond Ave	Evansville	IN	47711	812-422-6834

<b>Evansville Post Offices</b>					
Buehler's IGA	4635 N. First Ave.	Evansville	IN	47710	812-467-7255
Buehler's IGA	2220 E. Morgan Ave	Evansville	IN	47711	812-475-6730
Schnuck's Green River	3501 N. Green River Rd.	Evansville	IN	47715	812-473-4510
Schnuck's Evansville N	3700 N. First Ave.	Evansville	IN	47710	812-464-3920
Schnucks Evansville W	4500 W. Lloyd Expy	Evansville	IN	47712	812-422-6325
Walmart Neighborhood Market	2500 N. First Ave	Evansville	IN	47710	812-647-9499
Meijer	2622 Menards Dr.	Evansville	IN	47715	812-647-2200
Wesselman's Supermarkets	700 N. Sonntag Ave	Evansville	IN	47712	812-424-3549
Wesselman's	2026 Center Dr.	Evansville	IN	47711	812-479-8603
Farm Boy Food Mart	2761 N. Kentucky Ave	Evansville	IN	47711	812-425-5231
The Fresh Market	6501 E. Lloyd Expy	Evansville	IN	47715	812-402-5361
Simpson's Super Market	1365 Court Ave.	Evansville	IN	47714	812-477-5341

School Name	Address	City	State	ZIP	Phone
Henderson County School					
Bend Gate Elementary	920 Bend Gate Road	Henderson	KY	42420	
East Heights Elementary	1776 Adams Lane	Henderson	KY	42420	
Jefferson Elementary	315 Jackson Street	Henderson	KY	42420	
South Heights Elementary	1199 Madison Street	Henderson	KY	42420	
North Middle School	1707 Second Street	Henderson	KY	42420	
South Middle School	800 S. Alves Street	Henderson	KY	42420	
Central Academy	851 Center Street	Henderson	KY	42420	
Henderson County High School	2424 Zion Road	Henderson	KY	42420	
Evansville Vanderburgh School Corporation					
Craze Elementary	2013 S. Green Street	Evansville	IN	47715	
Dexter Elementary	917 S. Dexter Avenue	Evansville	IN	47714	
Fairlawn Elementary	2021 S. Alford Blvd	Evansville	IN	47714	
Hebron	4400 Bellemeade Ave	Evansville	IN	47714	
Glenwood Leadership Academy (K-8)	901 Sweetwater Ave	Evansville	IN	47713	
Lodge Community School (K-8)	2000 Lodge Ave	Evansville	IN	47714	
McGary Middle School	1535 S. Joyce Ave	Evansville	IN	47714	
Washington Middle School	1801 Washington Ave	Evansville	IN	47714	
Bosse High School	1300 Washington Ave	Evansville	IN	47714	



I-69 ORX Community Conversations - We'd like to hear from you and your congregation

 **I69 Ohio River Crossing** 11:08 AM   
To info@i69ohiorivercrossing.com Blind copy office@gracepointhenderson.com and 29 others

Quick reply Reply All Forward Delete 

 1 attachment View Open in browser Download Save to Drive

Hello,

The I-69 Ohio River Crossing Project Team is hosting a number of Community Conversations in April and early May. These are good opportunities to answer residents' questions and hear their thoughts on the preliminary alternatives, options for the existing US 41 bridges and the role tolling is expected to play in funding the project.

The first event is April 3 at the C.K. Newsome Community Center. We'll also visit the Red Bank and McCollough library branches in Evansville. In Henderson, we'll be holding Community Conversations at the Public Library, The Gathering Place Senior Center and the Housing Authority.

Attached is a flier detailing meeting dates and times. We'd appreciate you attending, if possible, and sharing and posting the flier with your congregations. We are also mailing you a hard copy, and can provide several more copies if needed.

All sessions will be open house format, and attendees can drop in when their schedules allow. For those who aren't able to join us, they can always stop by a project office.

Thanks, as always, for your help.

Sincerely,  
Erin Pipkin  
I-69 ORX Public Involvement Team

# MEMORANDUM

**To: I-69 ORX Project Team**

**From: Public Involvement Team**

**Date: March 8, 2019**

**Subject: Summary for DEIS Public Hearings**

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INDOT and KYTC published a Draft Environmental Impact Statement (DEIS) on December 14, 2018. To present the DEIS and gather feedback from the public and local, state and federal agencies, two public hearings were held in early January 2019:

- Monday, January 7, 2019, from 5 to 8 p.m., at Henderson Community College in Henderson
- Tuesday, January 8, 2019, from 5 to 8 p.m., at the Old National Events Plaza in Evansville

## Promotion and Coverage

The notice appeared in the Federal Register on December 14, 2018 (attachment pages 2-3). Legal notices were placed in the Evansville Courier & Press, The Gleaner (Henderson) and Owensboro Messenger-Inquirer (attachment pages 4-13). Non-paid event promotion and coverage appeared in several media outlets throughout January 2019 (attachment pages 22-24). This generated 50 media mentions and created an estimated 5.7 million media impressions. Outlets included:

- Evansville Courier & Press
- The Gleaner (Henderson)
- WEVV-TV
- WFIE-TV
- WEHT-TV
- WTIU-TV
- WTVW-TV
- WEOA Radio
- WIKY Radio
- WNIN Radio
- WSON Radio
- Network Indiana

Postcards were mailed to 5,750 residents in Environmental Justice (EJ) block groups and along US 41 (attachment pages 25-26).

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 through community partners. This includes sharing the information, news releases and handouts with the River Cities Advisory Committee and EJ Subcommittee to share with their organizations. Fliers were distributed to 52 local churches and library branches that housed the DEIS (attachment pages 27-29).

## Meeting Details

Each meeting included a formal presentation at 6 p.m. with open house hours from 5 to 8 p.m. (Presentation in attachment pages 30-66.)

There were several stations:

- **Welcome/sign in table**
- **Public involvement table** where individuals received the DEIS handout, DEIS survey, and flier about the January 23 and 24 Community Conversations. This is also where attendees signed up to provide testimony during the hearing
- **Environmental studies station** where individuals learned more about the Draft Environmental Impact Statement
- **Potential property impacts station** where residents could sit down with engineers to look up their properties and determine if the preferred alternatives would likely impact them
- **The preferred alternatives station** which included standing display maps of Central Alternatives 1A and 1B and the three new interchanges, fly-through videos and information about the future of the US 41 bridges
- **Land acquisition overview table** with right-of-way specialists and relocation and land acquisition booklets
- **Virtual reality videos** where residents could wear virtual reality goggles to take a virtual tour of the preferred alternatives
- **Funding and financing station** which provided tolling and traffic information
- **Seamen's Church Institute table** which introduced residents to the Institute and the navigation simulation done for the project

(Displays and exhibits in attachment pages 81-96.)

## Attendance

According to the official sign-in sheets, 224 individuals attended the Henderson hearing and 123 individuals attended the hearing in Evansville.

- Evansville notable attendees (elected officials, etc.):
  - Mayor Lloyd Winnecke
  - Brad Ellsworth (former U.S. representative)
  - Tom Shetler (Vanderburgh County Council)
- Henderson notable attendees:
  - Mayor Steve Austin
  - Jason Hasert (representative for Senator Rand Paul)
  - Amelia Wilson (for Representative James Comer)
  - Robby Mills (Kentucky state senator)
  - Brad Staton (Council member)
  - Judge Brad Schneider (Henderson County)
  - Dorsey Ridley (former state senator)
- Evansville Open House – Media Attendance
  - Evansville Courier & Press, John Martin
  - WEHT-TV, Brandon Bartlett
  - WEVV-TV, Megan Diventi
  - WNIN Radio, Isaiah Seibert
  - WTIU-TV
- Henderson Open House – Media Attendance
  - WSON radio, Bill Stephens
  - WEHT-TV, Brandon Bartlett
  - WFIE/14 News, Paige Hagan
- Project Team attendance (reflects both meetings)
  - INDOT: Rickie Clark, Andy Dietrick, Paul Boone, Jim Poturalski, Laura Hilden and Brandon Miller
  - KYTC: Gary Valentine, Marshall Carrier, Keith Todd, Tim Foreman and Wade Clements
  - FHWA: Michelle Allen (IN), Michael Loyselle (IN) and Eric Rothermel (KY)
  - Parsons: Dan Prevost, Steve Nicaise, Toby Randolph, Alex Lee, Diane Hoeting, Cory Grayburn, Juliet Port, Martin Furrer, Tom Heustis, Joel Adwell, Tim Haney and Paul Pilewski
  - Taylor Siefker Williams Design Group: Amber Schaudt and Amy Williams
  - Compass Outreach Solutions: Erin Pipkin
  - C2 Strategic Communications: Mindy Peterson, Chad Carlton and Kaitlin Keane
  - HMB: Tom Kerns, Rex Alexander, Mitch Green, Mark Gavula, John Meyer and Ken Sperry



- Stantec: Brian Aldridge, David Depp and Len Harper
- AEI: Kevin McClearn
- Gray & Pape: Cinder Miller
- Beam Longest and Neff: Ken Fleetwood, Mike Montague and John DiDomizio

### **Public Hearing Testimony**

Following the formal presentation, attendees were able to provide verbal testimony. Elected officials gave their comments first, and attendees followed in the order they signed up. Thirty-three individuals provided testimony in Henderson and 31 provided testimony in Evansville. (Note: some individuals spoke at both hearings.)

All comments received at the public hearings and via various methods during the comment period will be reviewed and considered in the identification of the final selected alternative. Responses to comments will be provided in the Final Environmental Impact Statement.

**ADDRESSES:** Submit your comments, identified by docket identification (ID) number EPA–HQ–OPPT–2018–0605, by one of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.

- **Mail:** Document Control Office (7407M), Office of Pollution Prevention and Toxics (OPPT), Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001.

- **Hand Delivery:** To make special arrangements for hand delivery or delivery of boxed information, please follow the instructions at <http://www.epa.gov/dockets/contacts.html>.

Additional instructions on commenting or visiting the docket, along with more information about dockets generally, is available at <http://www.epa.gov/dockets>.

**FOR FURTHER INFORMATION CONTACT:** Dr. Todd Peterson, DFO, Office of Science Coordination and Policy (7201M), Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001; telephone number: (202) 564–6428; email address: [peterson.todd@epa.gov](mailto:peterson.todd@epa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **I. General Information**

###### **A. Does this action apply to me?**

This action is directed to the public in general. This action may, however, be of interest to persons who are or may be required to conduct testing and risk evaluations of chemical substances under the Toxic Substances Control Act (TSCA). Since other entities may also be interested, the Agency has not attempted to describe all the specific entities that may be affected by this action.

###### **B. List of Nominees and Affiliations**

Brief biographical sketches of nominees to be considered for *ad hoc* participation and possible membership on the TSCA SACC are posted on the TSCA SACC website at <http://www.epa.gov/tsca-peer-review> or may be obtained from the OPPT Docket at <http://www.regulations.gov>.

**C. What should I consider as I prepare my comments regarding nominees for EPA?**

1. **Submitting CBI.** Do not submit CBI information to EPA through [regulations.gov](http://www.regulations.gov) or email. If your comments contain any information that

you consider to be CBI or otherwise protected, please contact the DFO listed under **FOR FURTHER INFORMATION CONTACT** to obtain special instructions before submitting your comments.

2. **Comments regarding nominees to be considered for ad hoc participation and possible membership on the TSCA SACC.** As part of the broader process for developing a pool of candidates, the Office of Science Coordination and Policy (OSCP) staff solicited nominations from the public and stakeholder communities of prospective candidates for service as *ad hoc* reviewers and possibly members of TSCA SACC (“Request for Nominations of Experts To Consider for ad hoc Participation and Possible Membership on the Toxic Substances Control Act (TSCA), Science Advisory Committee on Chemicals (SACC)”, **Federal Register** 83:178 (September 13, 2018) p. 46487).

The list of nominees to be considered for *ad hoc* participation and possible membership on the TSCA SACC will be posted on the TSCA SACC website at <http://www.epa.gov/tsca-peer-review> or may be obtained from the OPPT Docket at <http://www.regulations.gov>. EPA requests that the public provide information on the nominees that will assist the Agency when selecting *ad hoc* participants and members for the TSCA SACC.

All comments must be provided to the docket number EPA–HQ–OPPT–2018–0605 on or before January 14, 2019. Please follow the instructions for electronic submission of comments to the docket available at <http://www.regulations.gov>. Questions should be directed to the DFO listed under **FOR FURTHER INFORMATION CONTACT** on or before January 14, 2019.

##### **II. Background**

The Science Advisory Committee on Chemicals (SACC) was established by EPA in 2016 under the authority of the Frank R. Lautenberg Chemical Safety for the 21st Century Act, Public Law 114–182, 140 Stat. 448 (2016), and operates in accordance with the Federal Advisory Committee Act (FACA) of 1972. The SACC supports activities under the Toxic Substances Control Act (TSCA), 15 U.S.C. 2601 *et seq.*, the Pollution Prevention Act (PPA), 42 U.S.C. 13101 *et seq.*, and other applicable statutes. The SACC provides independent scientific advice and recommendations to the EPA on the scientific and technical aspects of risk assessments, methodologies, and pollution prevention measures and approaches for chemicals regulated under TSCA.

The SACC is comprised of experts in: Toxicology; environmental risk assessment; exposure assessment; and related sciences (e.g., synthetic biology, pharmacology, biotechnology, nanotechnology, biochemistry, biostatistics, PBPK modeling, computational toxicology, epidemiology, environmental fate, and environmental engineering and sustainability). The SACC currently consists of 26 members. When needed, the committee will be assisted in their reviews by *ad hoc* reviewers with specific expertise in the topics under consideration.

Through a prior **Federal Register** notice (“Request for Nominations of Experts to Consider for ad hoc Participation and Possible Membership on the Toxic Substances Control Act (TSCA), Science Advisory Committee on Chemicals (SACC)” (83 FR 46487, September 13, 2018), EPA sought nominations to create a pool of experts who can be available to the SACC to assist in reviews conducted by the Committee. EPA anticipates selecting experts from this pool, as needed, to assist the SACC in their review of EPA’s risk evaluations for the chemical substances addressed under the TSCA: 1,4-Dioxane, Asbestos; Cyclic Aliphatic Bromide Cluster (HBCD); 1-Bromopropane; Perchloroethylene; Trichloroethylene; Carbon Tetrachloride; Methylene Chloride; and *n*-Methylpyrrolidone.

In addition, EPA anticipates selecting from this pool of experts, as needed, to appoint SACC members to fulfill short term needs when a vacancy occurs on the Committee due to resignation or reasons other than expiration of a term.

**Authority:** 15 U.S.C. 2625 *et seq.*; 5 U.S.C. Appendix 2 *et seq.*

Dated: December 7, 2018.

**Stanley Barone, Jr.,**

*Acting Director, Office of Science Coordination and Policy.*

[FR Doc. 2018–27155 Filed 12–13–18; 8:45 am]

**BILLING CODE 6560–50–P**

#### **ENVIRONMENTAL PROTECTION AGENCY**

**[ER–FRL–9042–8]**

##### **Environmental Impact Statements; Notice of Availability**

*Responsible Agency:* Office of Federal Activities, General Information 202–564–5632 or <https://www.epa.gov/nepa/>.

Weekly receipt of Environmental Impact Statements  
Filed 12/03/2018 Through 12/07/2018

Evansville  
**COURIER & PRESS**  
PART OF THE USA TODAY NETWORK

**Affidavit of Publication**

**PROOF OF PUBLICATION  
OF LEGAL ADVERTISEMENT**

Account Number:  
/ 973809

**STATE OF WISCONSIN  
BROWN COUNTY.**

RE: NOTICE OF AVAILABILITY OF  
DRAFT ENVI  
PARSONS TRANSPORTATION GROUP  
AD: 2183575

PARSONS TRANSPORTATION GROUP  
STEVE NICAISE  
7400 POWHATAN LN  
  
PEWEE VALLEY, KY 40056

I Lana Kanitz who being sworn, is employee of the **Evansville Courier Company**, publisher of **The Evansville Courier** a daily newspaper published in the city of Evansville, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Evansville Courier & Press      12/17/18 Mon  
EC-Evansville Courier & Press      12/24/18 Mon

Lana Kanitz      12-24-18  
Signed      Date

Subscribed and sworn to before me this date:

12-24-18  
Date

Kazoua Yang      Notary Public  
Notary is a Resident of Brown County, State of Wisconsin

My Commission expires: 11/9/22

301 lines @ 2 time(s) = \$185.96



> Affidavit

Prescribed by State of Board Accounts

General Form No. 99P (Rev. 2009A)

973809 PARSONS TRANSPORTATION GROUP  
Press

To Evansville Courier &

(Governmental Unit)

Vanderburgh County, Indiana PO Box 268, Evansville, IN 47702

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines --	301.0
Head -- number of lines	0
Body -- number of lines	301.0
Tail -- number of lines	0
Total number of lines in notice	301.0

COMPUTATION OF CHARGES

301.0 lines, 1 columns wide equals 301.0 equivalent lines at 0.3089 per line	\$185.96
Additional charges for notices with typing, rule or tabular work	\$0.00
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)	\$0.00

TOTAL AMOUNT OF CLAIM	\$185.96
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DATA FOR COMPUTING COST

Width of single column in picas	9p0	Size of type	7 pnts
Number of insertions	2		

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

EC-Evansville Courier & Press 12/17/18 Mon  
EC-Evansville Courier & Press 12/24/18 Mon

Ad ID 2183575

Additionally, the statement checked below is true and correct:

- ☐ Newspaper does not have a Web site.  
☒ Newspaper has a Web site and this public notice was posted on the same day it was published in the newspaper.  
☐ Newspaper has a Web site, but due to technical problem or error, public notice was posted on \_\_\_\_\_  
☐ Newspaper has a Web site but refuses to post the public notice.

Date \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Attach copy of advertisement here



NOTICE OF AVAILABILITY OF  
FINAL ENVIRONMENTAL  
IMPACT STATEMENT (EIS)  
PUBLIC COMMENTS AND  
PUBLIC COMMENT PERIOD

Indiana Department of Transportation (INDOT) and the Indiana Department of Environmental Protection (IDEP) have published the final EIS for the proposed project between Hammond, IN and Ellettsville, IN.

The proposed project is a 10.5-mile-long, four-lane divided highway with a median width of 60 feet. The project will include a new bridge over the Ellettsville River and a new interchange at the intersection of the project and U.S. Route 41.

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# The Gleaner

PART OF THE USA TODAY NETWORK

## Affidavit of Publication

### PROOF OF PUBLICATION OF LEGAL ADVERTISEMENT

Account Number:  
/ 973809

STATE OF WISCONSIN  
BROWN COUNTY

RE: NOTICE OF AVAILABILITY OF  
DRAFT ENVI  
PARSONS TRANSPORTATION GROUP  
AD: 2183682

PARSONS TRANSPORTATION GROUP  
STEVE NICAISE  
7400 POWHATAN LN  
  
PEWEE VALLEY, KY 40056

I Sam Beaton who being sworn,

is an employee of The Evansville Courier and Press, publisher of **THE GLEANER**, a newspaper published and having a general circulation in the City of Henderson, Kentucky, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Gleaner 12/18/18 Tue  
EC-Gleaner 12/25/18 Tue

[Signature]  
Signed

12/26/18  
Date

Subscribed and sworn to before me this date:

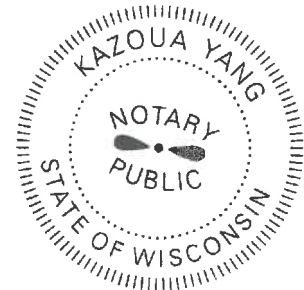
12-26-18  
Date

[Signature] Notary Public

Notary is Resident of **Brown County, State of Wisconsin**

My Commission expires: 11/9/22

293 lines @ 2 time(s) = \$691.48





AFFP

## NOTICE OF AVAILABILITY OF DRAFT

# Affidavit of Publication

STATE OF KY }  
COUNTY OF DAVIESS } SS

Alicia Chambers, being duly sworn, says:

That she is Accounting Clerk of the Messenger- Inquirer, a daily newspaper of general circulation, printed and published in Owensboro, Daviess County, KY; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

December 21, 2018, December 28, 2018

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

  
Accounting Clerk

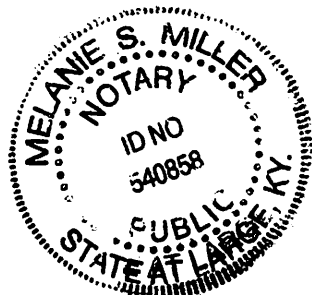
Subscribed to and sworn to me this 28th day of December 2018.

  
Melanie Miller, , Daviess County, KY

My commission expires: September 26, 2019

00150131 00624004

Steve Nicaise  
Parsons Transportation Group  
7400 Powhatan Ln  
Pewee Valley, KY 40056



## NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS), PUBLIC HEARINGS AND PUBLIC COMMENT PERIOD

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) have published the DEIS for the I-69 Ohio River Crossing (I-69 ORX) project between Henderson, KY, and Evansville, IN.

### DEIS AND PREFERRED ALTERNATIVES

INDOT and KYTC have published the DEIS, which identifies the Central Alternative as the preferred route for the proposed I-69 Ohio River Crossing. There are two preferred alternatives with different tolling options. 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.

The tolling options are the only difference between Central Alternative 1A and Central Alternative 1B. Both include a new 4-lane I-69 bridge and retain one US 41 bridge for local traffic. Both include 11.2 miles of new interstate, with the construction of 8.4 miles of I-69 on new location and upgrades to 2.8 miles of existing US 41 to meet interstate standards. New interchanges would be added at existing I-69 in Indiana, US 60 in Kentucky and at existing US 41 south of Henderson between Van Wyk Road and Kimsey Lane.

The proposed action impacts items listed in or eligible for listing in the National Register of Historic Places (NRHP), the official list of the nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect America's historic and archeological resources. The Federal Highway Administration (FHWA) has issued an Adverse Effect finding for the project, due to the adverse effects to the Northbound and Southbound US 41 bridges (Twin Bridges), the Colonel Jackson McClain farm and the Ellis-Neville/Lee Baskett house. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a) (4), the documentation specified in 36 CFR 800. 11(e) is available for inspection at the I-69 Ohio River Crossing Project Office located at 320 Eagle Crest Drive, Suite C, Evansville, Indiana, 47715 on Monday, Tuesday, Thursday and at 1970 Barrett Court, Suite 100, Henderson, Kentucky 42420 on Tuesday, Wednesday and Friday. This documentation serves as the basis for the FHWA's Adverse Effect finding. The views of the public on FHWA's effect finding are being sought.

The proposed action includes the removal (demolition) of the existing Southbound US 41 bridge, a 5,427-foot long cantilevered truss constructed in 1965 and eligible for listing in the NRHP. In an effort to preserve this historic bridge, the FHWA and KYTC, in cooperation with the State Historic Preservation Office (SHPO), are seeking to locate a city, county or state government, SHPO-approved historic preservation organization or SHPO-approved individual entity interested in having this bridge moved to a new site for preservation and reuse. If relocated to an appropriate setting, the bridge may still be eligible for the National Register. If a recipient agency, organization or individual is found, FHWA and KYTC will pay all expenses associated with match marking, disassembly, transportation to the new site and off-loading of the bridge in the amount of which shall not exceed the estimated cost for demolition. Letters of Interest and proposals for this bridge should be sent via mail or email to the project office(s) and will be accepted until the conclusion of the public comment period described below.

The DEIS, including the documentation specified in 36 CFR 800.11(e), is available online at [www.I69OhioRiverCrossing.com/DEIS](http://www.I69OhioRiverCrossing.com/DEIS). Copies of the DEIS will be available for review on December 14 at:

- I-69 Ohio River Crossing Project Office: 320 Eagle Crest Dr., Suite C, Evansville, IN
- I-69 Ohio River Crossing Project Office: 1970 Barrett Ct., Suite 100,



- Henderson, KY
- Evansville Vanderburgh Public Library (EVPL) – Central Library: 200 SE Martin Luther King Jr. Blvd., Evansville, IN
  - EVPL – East Branch: 840 E. Chandler Ave., Evansville, IN
  - EVPL – McCollough Branch: 5115 Washington Ave., Evansville, IN
  - Henderson Public Library: 101 S. Main St., Henderson, KY
  - Henderson County Judge/Executive: 20 N. Main St., Henderson, KY
  - Housing Authority of Henderson: 111 S. Adams St., Henderson, KY
  - KYTC Central Office: 200 Mero St., Frankfort, KY
  - KYTC District 2 Office: 1840 N. Main St., Madisonville, KY
  - INDOT Central Office: 100 N. Senate Ave., Indianapolis, IN
  - INDOT Vincennes District Office: 3560 S. US 41, Vincennes, IN

## PUBLIC HEARINGS

The first hearing will be held Monday, January 7, 2019, from 5 to 8 p.m. Central time at Henderson Community College, Preston Arts Center, 2660 S. Green St., Henderson, KY 42420. Doors will open at 5 p.m.

A second hearing will be held Tuesday, January 8, 2019, from 5 to 8 p.m. Central time at the Old National Events Plaza, Locust meeting rooms, 715 Locust St., Evansville, IN 47708. Doors will open at 5 p.m.

Each hearing will include a brief presentation from the Project Team at 6 p.m. followed by a formal public comment session. The team will be on hand to address questions and comments before and after the presentations. Attendees may make a public comment at the hearing, provide verbal comments to a court reporter or may return or mail a comment form available at the public hearings and online. With advance notice, special accommodations will be made for individuals needing auxiliary aids or services of interpreters, signers, readers, or large print. Anyone with such needs should contact Rickie Clark with INDOT's Office of Public Involvement at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

In the event of inclement weather resulting in the closing of the meeting venue, the hearing will be rescheduled at the same location. The Henderson snow date is Wednesday, January 9 and the Evansville snow date is Thursday, January 10. Information about rescheduling the hearings will be sent to the news media and posted to [www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com).

## PUBLIC COMMENTS

In addition to providing written or verbal comments at the public hearings, the public may submit written comments on the DEIS, including the documentation specified in 36 CFR 800.11(e) through February 8, 2019, via the comment form at <https://i69OhioRiverCrossing.com/contact>, via email to [info@i69OhioRiverCrossing.com](mailto:info@i69OhioRiverCrossing.com) or by mail to the project offices. During the public comment period the Evansville office (320 Eagle Crest Drive, Suite C, Evansville, IN 47715) will be open Mondays, Tuesdays and Thursdays between 8 a.m. and 5 p.m.; and the Henderson office (1970 Barrett Court, Suite 100, Henderson, KY 42420) will be open Tuesdays, Wednesdays and Fridays between 8 a.m. and 5 p.m. Central time. The project offices will be closed December 24 through January 1. The Project Team is available outside of the office hours by appointment. Those requesting appointments should call (888) 515-9756 or email [info@i69OhioRiverCrossing.com](mailto:info@i69OhioRiverCrossing.com).

Pursuant to 40 CFR 1506.9.

#### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>.

*EIS No. 20180307, Draft, USFS, OR,* Black Mountain Vegetation Management Project, Comment Period Ends: 01/28/2019, Contact: Elysia Retzlaff 541-416-6436

*EIS No. 20180308, Draft, USACE, CA,* Whittier Narrows Dam Safety Modification Study, Comment Period Ends: 01/28/2019, Contact: Deborah Lamb 213-452-3798

*EIS No. 20180309, Draft, FHWA, IN, I69* Ohio River Crossing Project, Comment Period Ends: 02/08/2019, Contact: Michelle Allen 317-226-7344

*EIS No. 20180310, Final, BLM, WY,* Riley Ridge to Natrona, Review Period Ends: 01/14/2019, Contact: Mark Makiewicz 435-636-3616

*EIS No. 20180311, Final, FAA, TX,* ADOPTION—DART Cotton Belt Corridor Regional Rail Project, Contact: John MacFarlane 817-222-5681

The Federal Aviation Administration (FAA) has adopted the Federal Transit Administration's Final EIS No. 20180305, filed 11/30/2018 with the EPA. The FAA was a cooperating agency on this project. Therefore, recirculation of the document is not necessary under Section 1506.3(c) of the CEQ regulations.

#### Amended Notices

*EIS No. 20180260, Draft Supplement, USFS, ND,* Northern Great Plains Management Plans Revision (Dakota Prairie Oil and Gas RFDS SEIS), Comment Period Ends: 01/16/2019, Contact: Leslie Ferguson 701-989-7308, Revision to FR Notice Published 11/02/2018; Extending Comment Period from 12/17/2018 to 01/16/2019.

*EIS No. 20180304, Draft, VA, CA,* Draft Programmatic Environmental Impact Statement and National Historic Preservation Act Section 106 Consultation West Los Angeles Medical Center Campus Proposed Master Plan for Improvements and Reconfiguration, Comment Period Ends: 01/29/2019, Contact: Glenn Elliott 202-632-5879, Revision to FR Notice Published 12/07/2018; Extending the Comment Period from 01/21/2019 to 01/29/2019.

*EIS No. 20180305, Final, FTA, TX,* DART Cotton Belt Corridor Regional

Rail Project, Contact: Melissa Foreman 817-978-0554

Revision to FR Notice Published 12/07/2018; as required by Public Law 114-94 and 23 U.S.C. 139(n)(2) and 49 U.S.C. 304a(b), the FTA and the FAA have issued a combined FEIS and Record of Decision. Therefore, there will be no 30-day review period for the FEIS prior to the issuance of a Record of Decision.

Dated: December 10, 2018.

**Robert Tomiak,**

*Director, Office of Federal Activities.*

[FR Doc. 2018-27072 Filed 12-13-18; 8:45 am]

**BILLING CODE 6560-50-P**

## FEDERAL DEPOSIT INSURANCE CORPORATION

### Sunshine Act Meeting

Pursuant to the provisions of the "Government in the Sunshine Act" (5 U.S.C. 552b), notice is hereby given that the Federal Deposit Insurance Corporation's Board of Directors will meet in open session at 10:00 a.m. on Tuesday, December 18, 2018, to consider the following matters:

*Summary Agenda:* No substantive discussion of the following items is anticipated. These matters will be resolved with a single vote unless a member of the Board of Directors requests that an item be moved to the discussion agenda.

Disposition of Minutes of a Board of Directors' Meeting Previously Distributed.

*Memorandum and resolution re:* Notice of Proposed Rulemaking: Revisions to Prohibitions and Restrictions on Proprietary Trading and Certain Interests in, and Relationships With, Hedge Funds and Private Equity Funds.

*Memorandum and resolution re:* Final Rule: Regulatory Capital Rule: Implementation and Transition of the Current Expected Credit Losses Methodology for Allowances and Related Adjustments to the Regulatory Capital Rule and Conforming Amendments to Other Regulations.

*Memorandum and resolution re:* Notice of Proposed Rulemaking to (1) Rescind Regulations Transferred from the Former Office of Thrift Supervision, Part 390, Subpart P—Lending and Investment; (2) Amend Part 365, Subpart A—Real Estate Lending Standards; and (3) Rescind Part 365, Subpart B—Registration of Residential Mortgage Loan Originators.

*Memorandum and resolution re:* Notice of Proposed Rulemaking to Increase the Major Assets Threshold Under the Depository Institutions Management Interlocks Act.

*Memorandum and resolution re:* Final Rule: Technical Amendments to Depository Institutions Management Interlocks Act (DIMIA) Regulations.

*Memorandum and resolution re:* Final Rule: Expanded Exam Cycle for Certain

Small Insured Depository Institutions and U.S. Branches and Agencies of Foreign Banks.

*Memorandum and resolution re:* Final Rule: Limited Exception for a Capped Amount of Reciprocal Deposits from Treatment as Brokered Deposits.

*Memorandum and resolution re:* Advanced Notice of Proposed Rulemaking Relating to Brokered Deposits.

*Memorandum and resolution re:* Notice of Proposed Rulemaking: Company-Run Stress Testing Requirements for FDIC-supervised State Nonmember Banks and State Savings Associations.

*Memorandum and resolution re:* Notice of Proposed Rulemaking: Revisions to the Deposit Insurance Assessment System.

*Memorandum and resolution re:* Designated Reserve Ratio for 2019.

Summary reports, status reports, and reports of actions taken pursuant to authority delegated by the Board of Directors.

### Discussion Agenda

*Memorandum and resolution re:* Proposed 2019 Operating Budget.

*Briefing:* Update of Projected Deposit Insurance Fund Losses, Income, and Reserve Ratios for the Restoration Plan.

The meeting will be held in the Board Room located on the sixth floor of the FDIC Building located at 550 17th Street NW, Washington, DC.

This Board meeting will be Webcast live via the internet and subsequently made available on-demand approximately one week after the event. Visit <http://fdic.windrosemedia.com> to view the event. If you need any technical assistance, please visit our Video Help page at: <https://www.fdic.gov/video.html>.

The FDIC will provide attendees with auxiliary aids (e.g., sign language interpretation) required for this meeting. Those attendees needing such assistance should call 703-562-2404 (Voice) or 703-649-4354 (Video Phone) to make necessary arrangements.

Requests for further information concerning the meeting may be directed to Mr. Robert E. Feldman, Executive Secretary of the Corporation, at 202-898-7043.

Dated: December 12, 2018.

Federal Deposit Insurance Corporation.

**Robert E. Feldman,**

*Executive Secretary.*

[FR Doc. 2018-27229 Filed 12-12-18; 4:15 pm]

**BILLING CODE P**

## FEDERAL RESERVE SYSTEM

### Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company

# DEIS

# PREFERRED ALTERNATIVES

JANUARY 7 AND 8, 2019



OHIO RIVER  
CROSSING



Appendix C-2, October 168



# WHAT'S HAPPENING

- Draft Environmental Impact Statement (DEIS)
- Preferred alternatives
- Financial feasibility
- Financing and funding
- Tolling information
- Comments and feedback
- Next steps





# DEIS

## DRAFT ENVIRONMENTAL IMPACT STATEMENT



# Information in the DEIS

- Summarizes the project's study process, analysis and findings
- Identifies preferred alternatives
- Includes basis for selection of preferred alternatives
- Includes possible mitigation measures to address unavoidable impacts
- Available for review online and in several locations

Purpose  
and  
Need

Construction  
Costs

Traffic  
Modeling

Public  
Involvement

Properties  
Impacted

Funding  
Solutions

Human  
Environment

Natural  
Environment

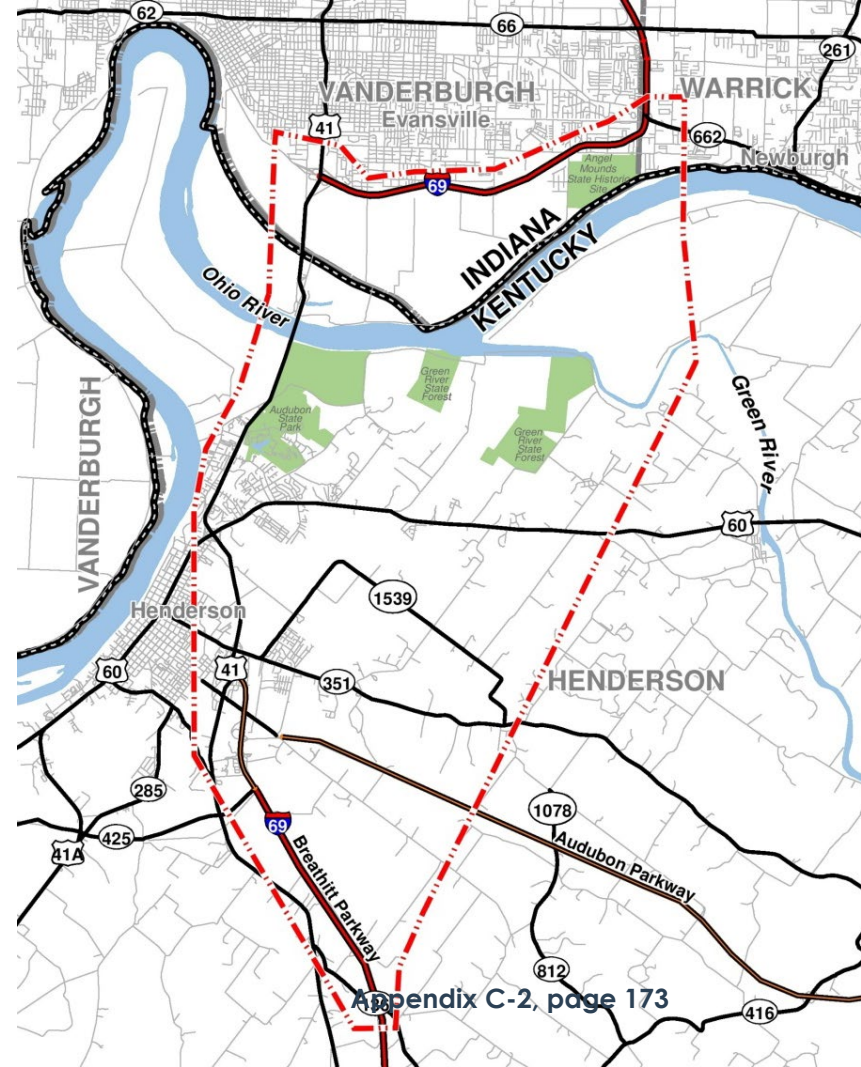
# DEIS Public Involvement

- Project offices in Evansville and Henderson
- Six open houses and six Community Conversations
- 100,000 pageviews by 18,000 users to [I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com)
- 450+ news articles
- Facebook and Twitter
- Email updates and texts
- More than 700 emails, calls or visits to the project offices
- Surveys for businesses, residents and trucking associations



# Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic

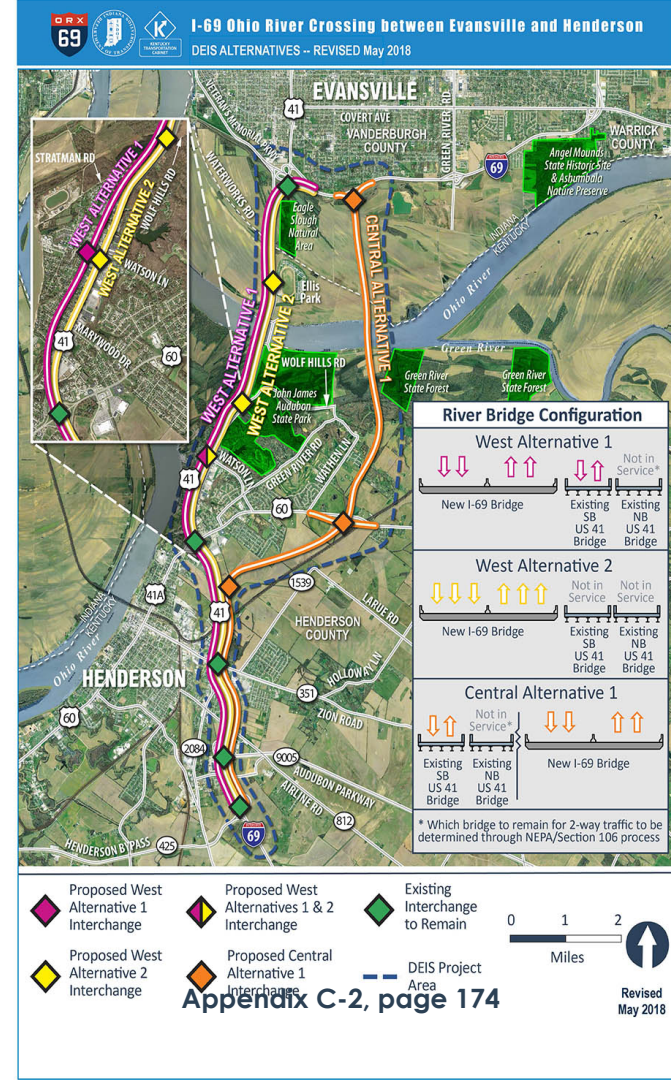


Appendix C-2, page 173



# Alternatives Developed

- Range of alternatives developed
- Each screened for ability to satisfy purpose and need
- Must provide cost-effective and affordable plan for long-term cross-river mobility
- Must be financially feasible based on anticipated funding



# I-69 ORX DEIS

- Published Dec. 14, 2018
- Identifies Central Alternative 1A and Central Alternative 1B as the preferred alternatives
- Serves as a decision-making tool for leadership in both states
- Includes preliminary financial analysis



## DRAFT ENVIRONMENTAL IMPACT STATEMENT

I-69 OHIO RIVER CROSSING PROJECT  
Evansville, IN and Henderson, KY



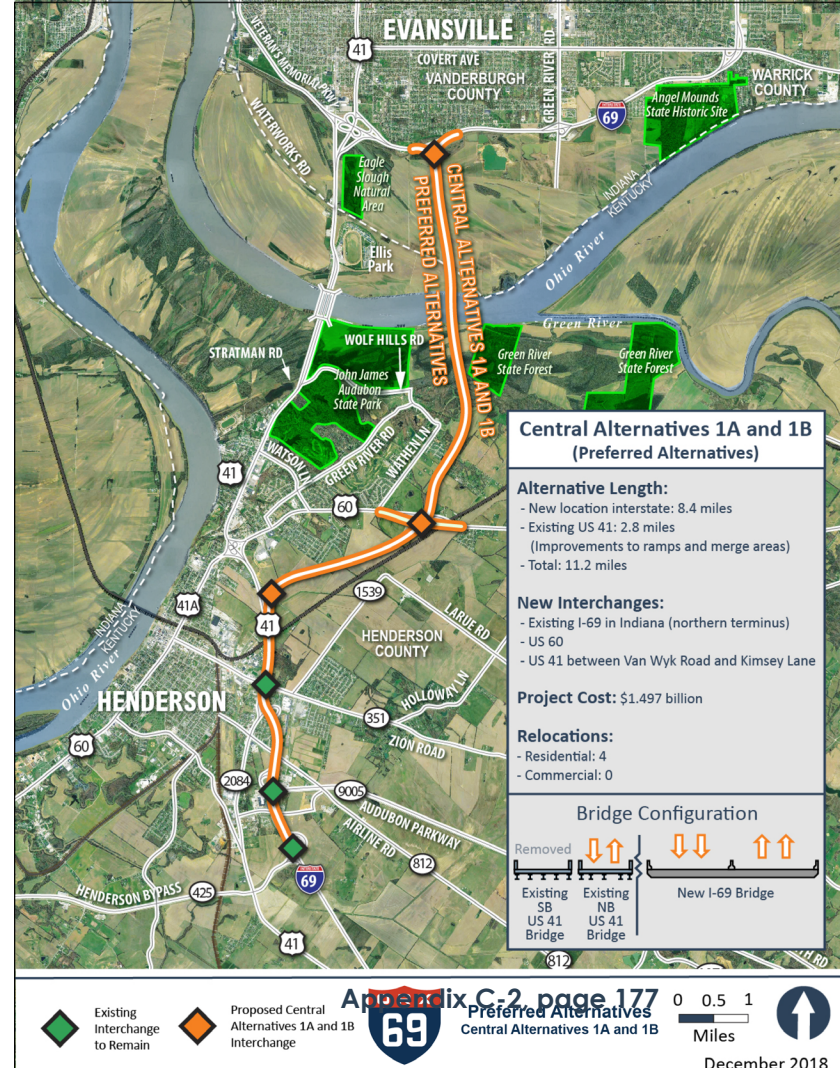
# PREFERRED ALTERNATIVES





# Central 1A and 1B

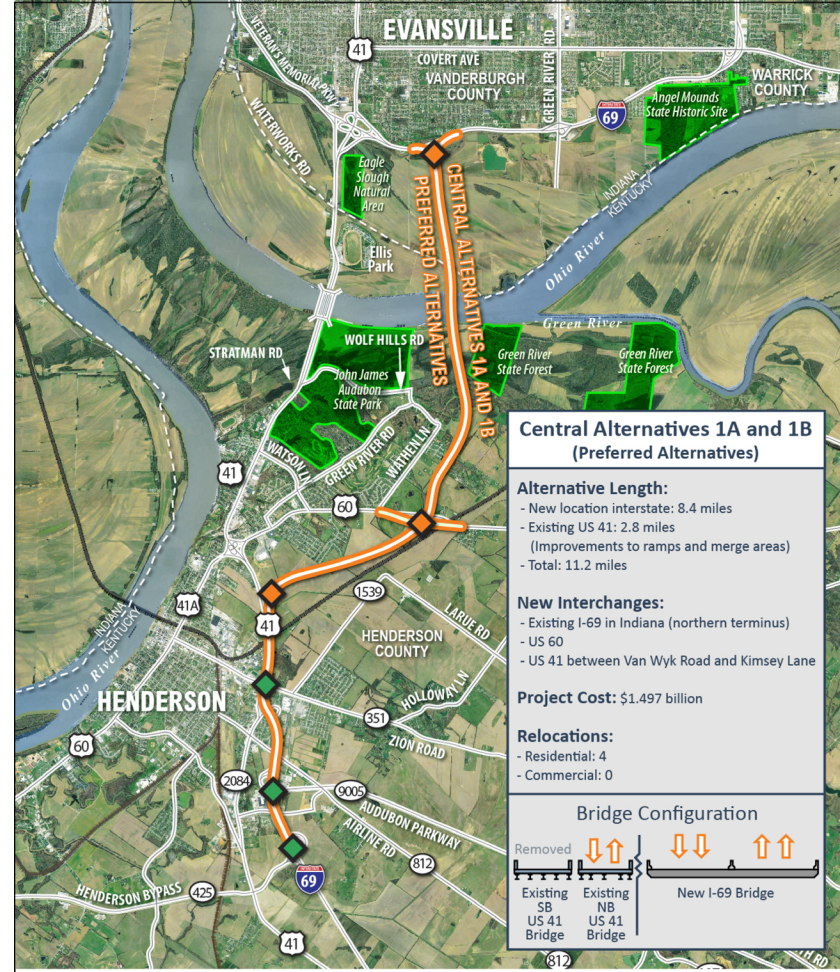
- Route, bridge location and lane configuration are identical
- Tolling options are the only difference between the two
- Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge
- Central Alternative 1B would toll only the I-69 bridge





# 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



Existing Interchange to Remain



Proposed Central Alternatives 1A and 1B Interchange

Appendix C-2, page 178  
 Preferred Alternatives  
 Central Alternatives 1A and 1B

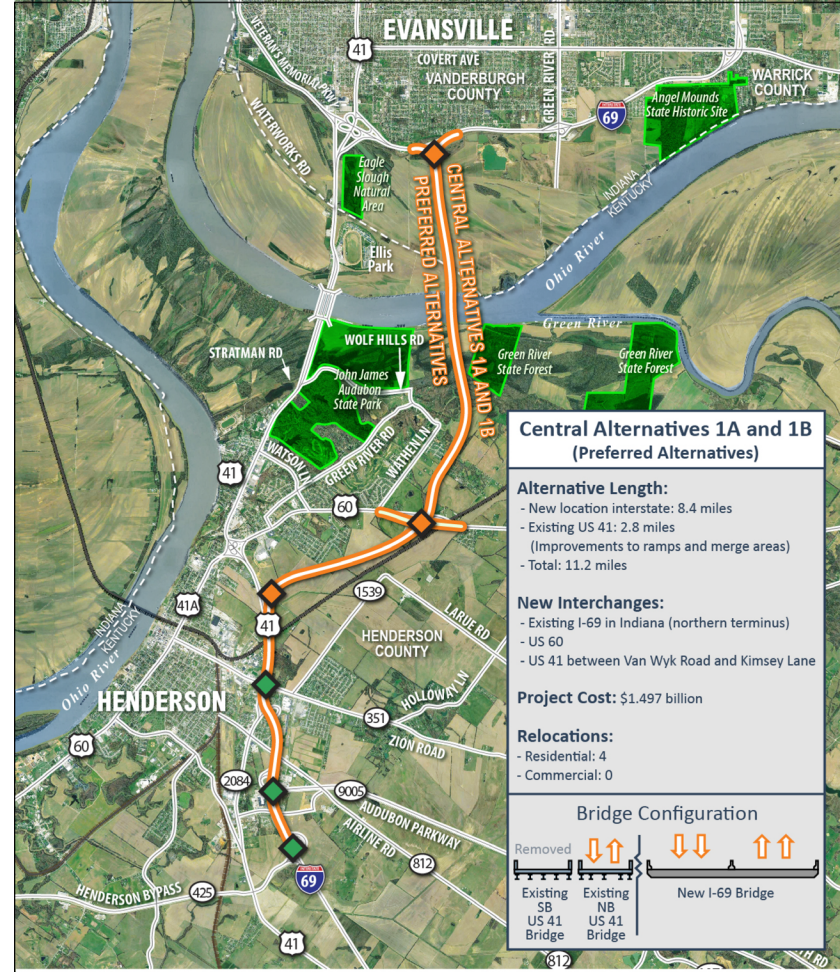
0 0.5 1  
 Miles



December 2018

# Central 1A and 1B

- New interchanges:
  - Existing I-69 in Indiana
  - US 60 in Kentucky
  - Existing US 41 south of Henderson (between Van Wyk and Kimsey Ln.)
- Connection between I-69 and US 41 modified to improve access
- Could open to traffic as soon as 2025, assuming funding is identified soon after the Record of Decision





# Basis for Selection

- Fewest residential relocations (four)
- No commercial relocations
- Cross-river redundancy
- Fewest impacts to many sensitive resources
- Lowest total cost: \$1.497 billion

35-year Cost Estimate	
Construction	\$807 M
Right of Way, Design, Maintenance, Other	\$434 M
Inflation	\$255 M
Total YOE Cost	\$1.497 B



# FINANCIAL FEASIBILITY





# Cross-River Capacity

- Traffic forecasts indicate six lanes of cross-river capacity are needed
- Providing more than six lanes will add to long-term operation and maintenance costs
- Removing an aging US 41 bridge from service = \$145 million saved
- A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed



# 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



# FINANCING AND FUNDING





# Paying for I-69 ORX

- A preliminary financial plan will be based on the total cost of the project
- Net toll revenue will be used to cover debt service for the project, capital costs, operations and maintenance
- Tolls won't cover all project costs
- Projected revenue from tolling both bridges is about 40% of upfront capital costs for the project; tolling only the I-69 bridge is about 20% of costs





# Funding Gap



## ***Expected Toll Revenue***

Estimated net toll revenue  
over 35 years  
*(Year of collection dollars)*

Central Alternative 1A

***\$2.6 billion =***

Central Alternative 1B

***\$1.2 billion =***

## ***Financing Capacity***

Financing capacity toward  
project development and  
construction costs

***\$500 million***  
*40% of Upfront Capital Costs*

***\$250 million***  
*20% of Upfront Capital Costs*

## ***Funding Gap***

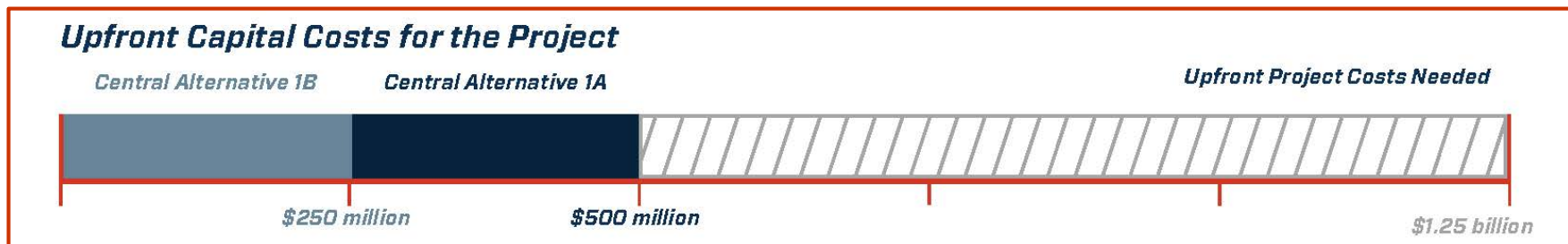
Must be filled by States'  
traditional funding  
sources or grants

***\$750 million***

***\$1 billion***

# Funding Gap

- The funding gap must be filled by States' traditional funding sources
- At this time, the only source for funding the gap is from the States' traditional programs through direct funding and/or financing
- The States are pursuing grant opportunities, refining needs and developing a financial plan



# Funding Timeline



## LATE 2018

DEIS Published,  
Preferred Alternatives  
Identified



## 2019

Comments Considered,  
Financial Analysis and  
Decision on Central  
Alternative 1A or 1B



## LATE 2019

Final Environmental  
Impact Statement,  
Record of Decision



**OHIO RIVER  
CROSSING**

# TOLLING INFORMATION










# Modern Tolling

- All-electronic tolling with no slowing and no stopping
- Drivers with prepaid accounts and transponders pay the lowest toll rates
- Cameras capture license plates and invoices sent to drivers without accounts
- Initial toll rates similar to Ohio River Bridges in Louisville used by Project Team for purpose of analysis



# Initial Louisville Toll Rates

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	<b>2-axle</b> up to 7 ½ feet in height 	\$2	\$3	\$4
	<b>2-axle</b> more than 7 ½ feet in height 			
Medium Vehicle	<b>All 3-axle</b> 	\$5	\$6	\$7
	<b>All 4-axle</b> 			
Large Vehicle	<b>5-axle</b> or more 	\$10	\$11	\$12

Example

# Potential EJ Mitigation if Both I-69 and US 41 are Tolled

- Transponder purchase via cash
- Cash loading of transponders
- Widespread availability of transponders
- Frequent-user/commuter card
- Reduced toll rate for US 41 bridge for verified low-income users

(EJ = low-income or minority populations)



# Toll Policy

- Bi-state body will be created to develop toll policy before construction begins
- Toll policy will establish toll rates
- No decisions have been made
- FEIS and ROD will inform bi-state body of impacts and commitments associated with implementing tolls





# COMMENTS AND FEEDBACK



# DEIS Public Hearings

- Identical presentations in Henderson and Evansville
- Formal public comment session will follow project presentation
- Maps, videos and stations to discuss alternatives and potential property impacts
- Project Team members available to answer questions
- Comments accepted through February 8



# DEIS Community Conversations

## Henderson

- Wednesday, January 23  
5:30 to 7:30 p.m.
- Housing Authority of Henderson  
111 S. Adams St.

## Evansville

- Thursday, January 24  
5:30 to 7:30 p.m.
- Central Branch, EVPL  
Browning Event Room B  
200 SE Martin Luther King Jr. Blvd.



# View the DEIS

- [I69OhioRiverCrossing.com/DEIS](http://I69OhioRiverCrossing.com/DEIS)
- Project offices
  - Evansville: 320 Eagle Crest Drive, Suite C; Monday, Tuesday, Thursday
  - Henderson: 1970 Barrett Court, Suite 100, Tuesday, Wednesday, Friday
  - 8 a.m. to 5 p.m. or by appointment
  - Closed holidays





# View the DEIS

## Evansville/Indiana:

- EVPL –Central Library
- EVPL – East Branch
- EVPL – McCollough Branch
- INDOT Central Office, Indianapolis
- INDOT Vincennes District Office

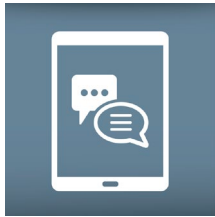
## Henderson/Kentucky:

- Henderson Public Library
- Henderson County Judge/Executive
- Housing Authority of Henderson
- KYTC Central Office, Frankfort
- KYTC District 2 Office, Madisonville

# Ways to Submit Feedback



**Public Hearings**  
(verbally or written)



**“Contact Us”  
form on website**  
([I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com))



**Email**  
([info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com))



**Mail**

**Evansville: 320 Eagle Crest  
Drive, Suite C**

**Henderson: 1970 Barrett Court,  
Suite 100**



**Project  
offices**



**Comments posted on Twitter and Facebook will  
not be recorded as official project comments**

# WHAT'S NEXT



# What's Next

## Now through February 8, 2019:

- Public comment period on DEIS

## Spring/Summer 2019:

- Project Team considers all comments
- States pursue grant opportunities
- Refine tolling needs
- Bi-state coordination
- Development of financial plan

## Fall 2019:

- FEIS and ROD





# Stay in Touch

- **Email**  
[info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)
- **Website**  
[www.I69ohiorivercrossing.com](http://www.I69ohiorivercrossing.com)
- **Facebook**  
I-69 Ohio River Crossing
- **Twitter**  
[@I69ORX](https://twitter.com/I69ORX)





**OHIO RIVER  
CROSSING**

# THANK YOU

# DEIS TIMELINE



## SUMMER 2016

Memorandum of Understanding Directing Environmental Study



## EARLY 2017

Start of NEPA Study



## SPRING 2017

Five Broad Corridors Identified



## SUMMER 2017

Screening Report, Short List of Corridors Identified



## EARLY 2018

Screening Report Supplement, Preliminary Alternatives Developed



## LATE 2018

DEIS Published, Preferred Alternatives Identified



## 2019

Comments Considered, Financial Analysis and Decision on Central Alternative 1A or 1B



## LATE 2019

Final Environmental Impact Statement, Record of Decision



[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)



# BASIS FOR SELECTION

## CENTRAL ALTERNATIVES 1A & 1B

- **Fewest residential relocations (4)**
- **No commercial relocations**
- **Cross-river redundancy**
- **Fewest impacts to many sensitive resources**
- **Lowest total cost: \$1.497 billion**

35-year Cost Estimate	
Construction	\$807 M
Right of Way, Design, Maintenance, Other	\$434 M
Inflation	\$255 M
Total YOE Cost	\$1.497 B

1690H10RIVERCROSSING.COM





# PREFERRED ALTERNATIVES

## THE DEIS IDENTIFIES TWO PREFERRED ALTERNATIVES: CENTRAL ALTERNATIVE 1A AND CENTRAL ALTERNATIVE 1B

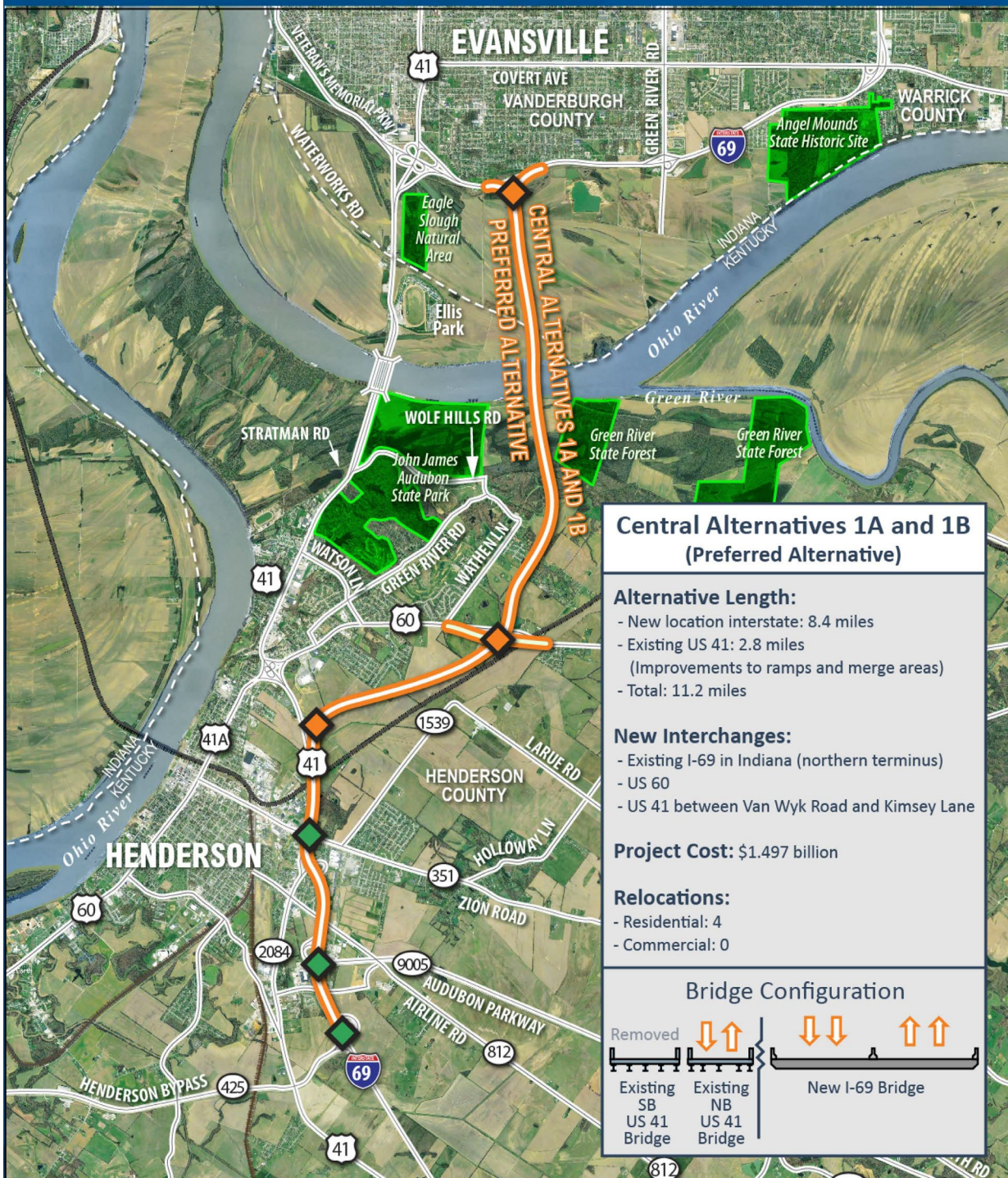
- **The only difference is the tolling scenario:**
  - **Central Alternative 1A would toll both the I-69 bridge and remaining US 41 bridge**
  - **Central Alternative 1B would toll only the I-69 bridge**

[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)





# CENTRAL ALTERNATIVES 1A & 1B



## Central Alternatives 1A and 1B (Preferred Alternative)

### Alternative Length:

- New location interstate: 8.4 miles
- Existing US 41: 2.8 miles  
(Improvements to ramps and merge areas)
- Total: 11.2 miles

### New Interchanges:

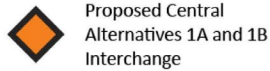
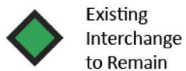
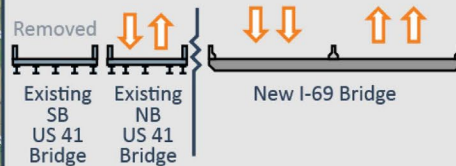
- Existing I-69 in Indiana (northern terminus)
- US 60
- US 41 between Van Wyk Road and Kimsey Lane

### Project Cost: \$1.497 billion

### Relocations:

- Residential: 4
- Commercial: 0

### Bridge Configuration



0 0.5 1

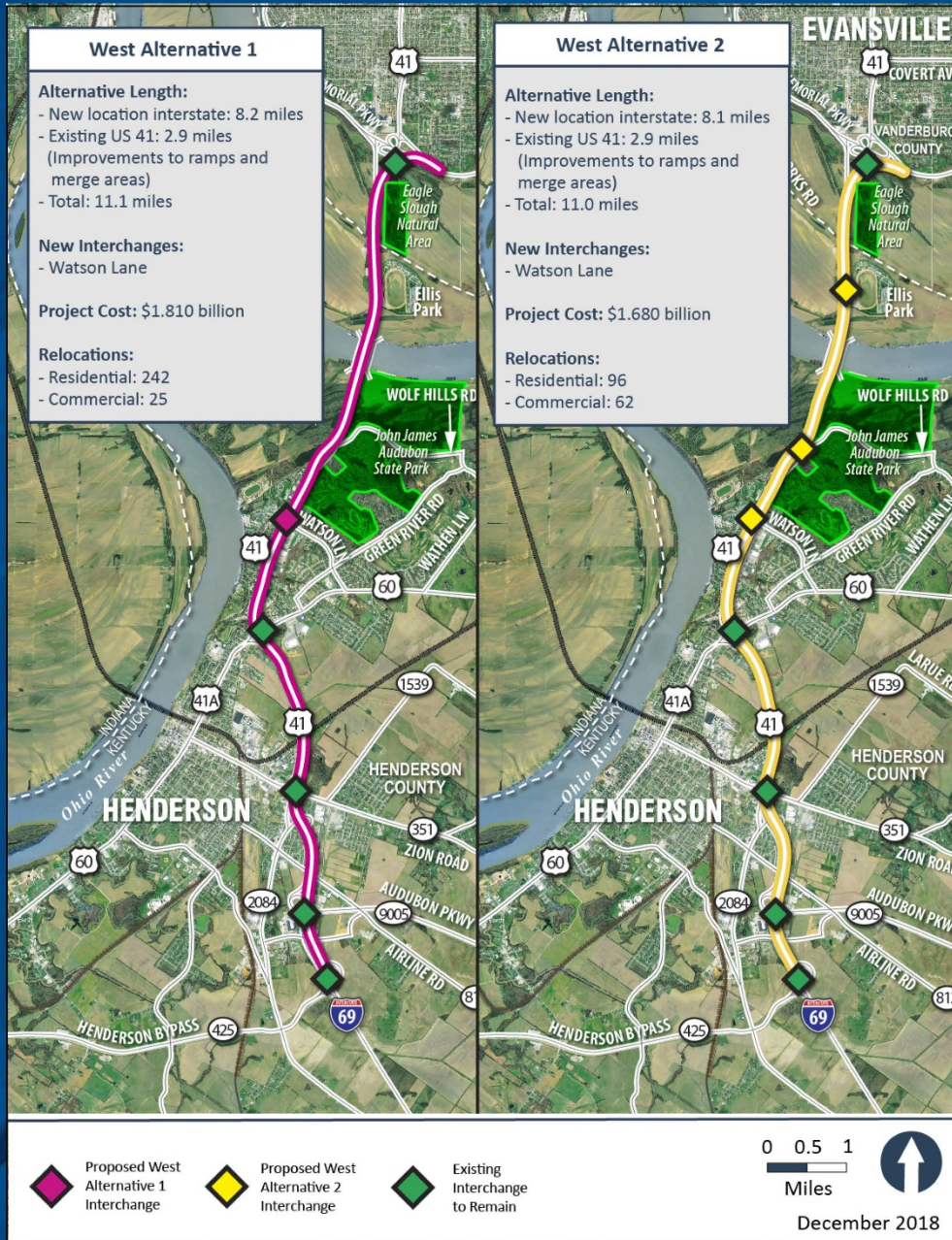
Miles



December 2018



# ELIMINATED ALTERNATIVES



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# **HISTORIC NB US 41 BRIDGE WILL BE RETAINED**

- **Long-term traffic forecasts indicate need for 6 lanes of cross-river mobility**
  - **I-69 bridge will carry 4 lanes; US 41 NB bridge will carry two-way, local traffic**
- 
- **US 41 northbound (NB) bridge being retained because of historic significance**
  - **NB bridge opened in 1932; has unique historic significance because of how it was constructed and funded**
  - **SB bridge opened in 1965; is only historic when paired with NB bridge**

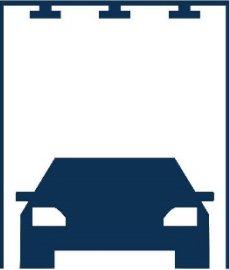
[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)





# PAYING FOR ORX

- **Selection of Central Alternative 1A or 1B:**
  - Requires further financial analysis, including potential for federal grants, and consideration of comments received on the DEIS
  - Decision will be made in 2019
- **Projected toll revenue:**
  - Tolling both bridges – Covers 40% of upfront capital costs
  - Tolling I-69 only – Covers 20% of upfront capital costs

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

1690HIORIVERCROSSING.COM



# **TOLLING MITIGATION MEASURES**

**IF CENTRAL ALTERNATIVE 1A IS SELECTED AND US 41 IS TOLLED, THE FOLLOWING MAY MITIGATE IMPACTS TO LOW-INCOME AND MINORITY RESIDENTS:**

- **Transponder purchase via cash**
- **Cash loading of transponders**
- **Widespread availability of transponders**
- **Frequent-user/commuter card**
- **Possible reduced toll rate for US 41 bridge for verified low-income users**

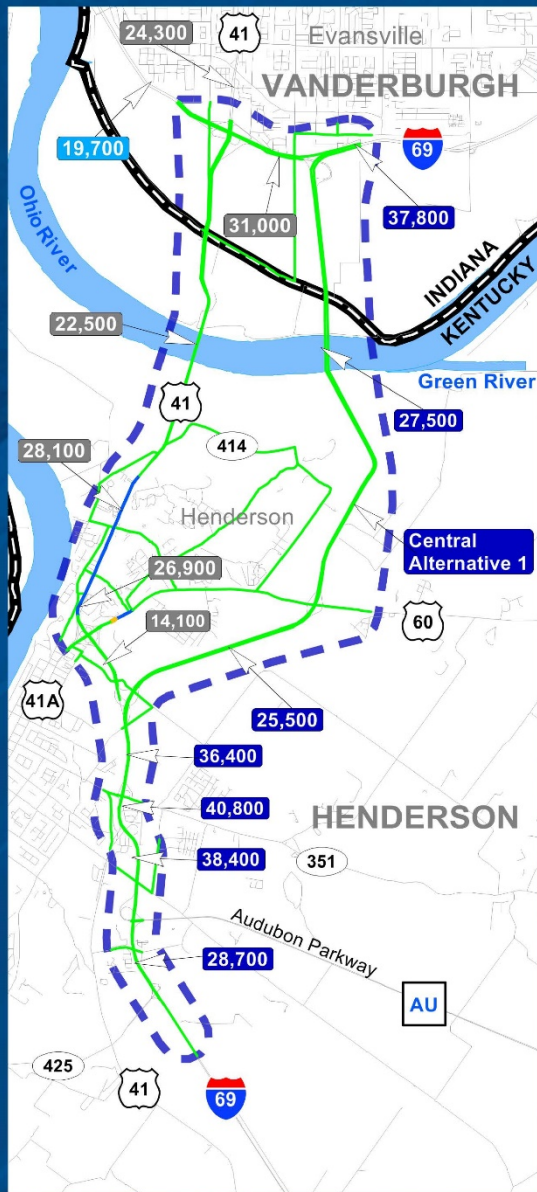
[I69OHIORIVERCROSSING.COM](http://I69OHIORIVERCROSSING.COM)



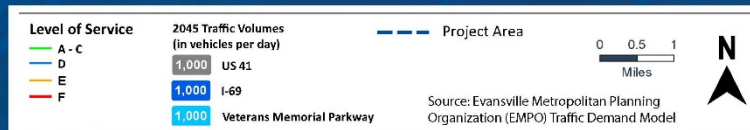
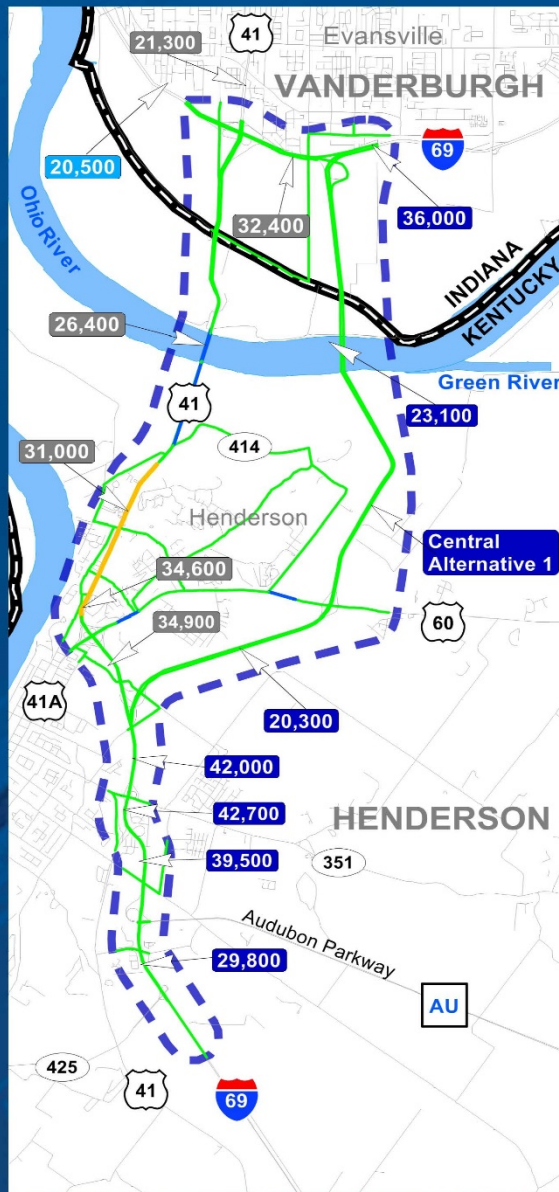


# 2045 TRAFFIC FORECASTS

## CENTRAL ALTERNATIVE 1A



## CENTRAL ALTERNATIVE 1B



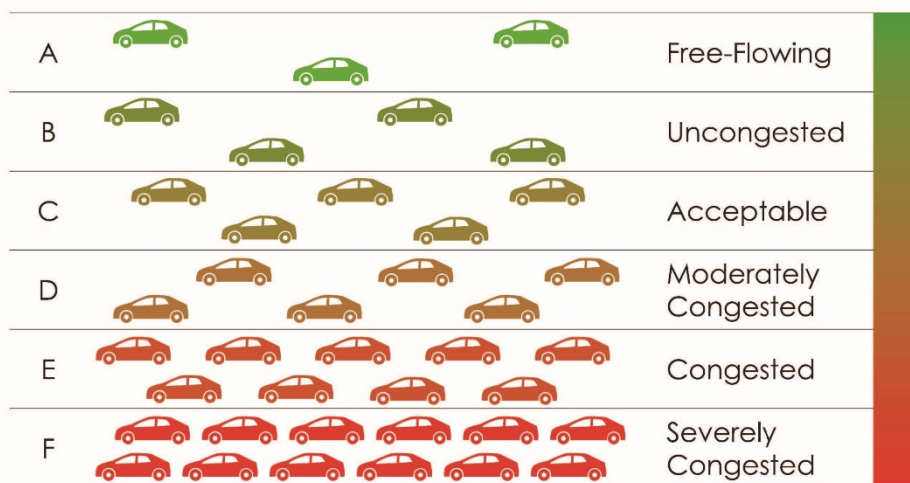
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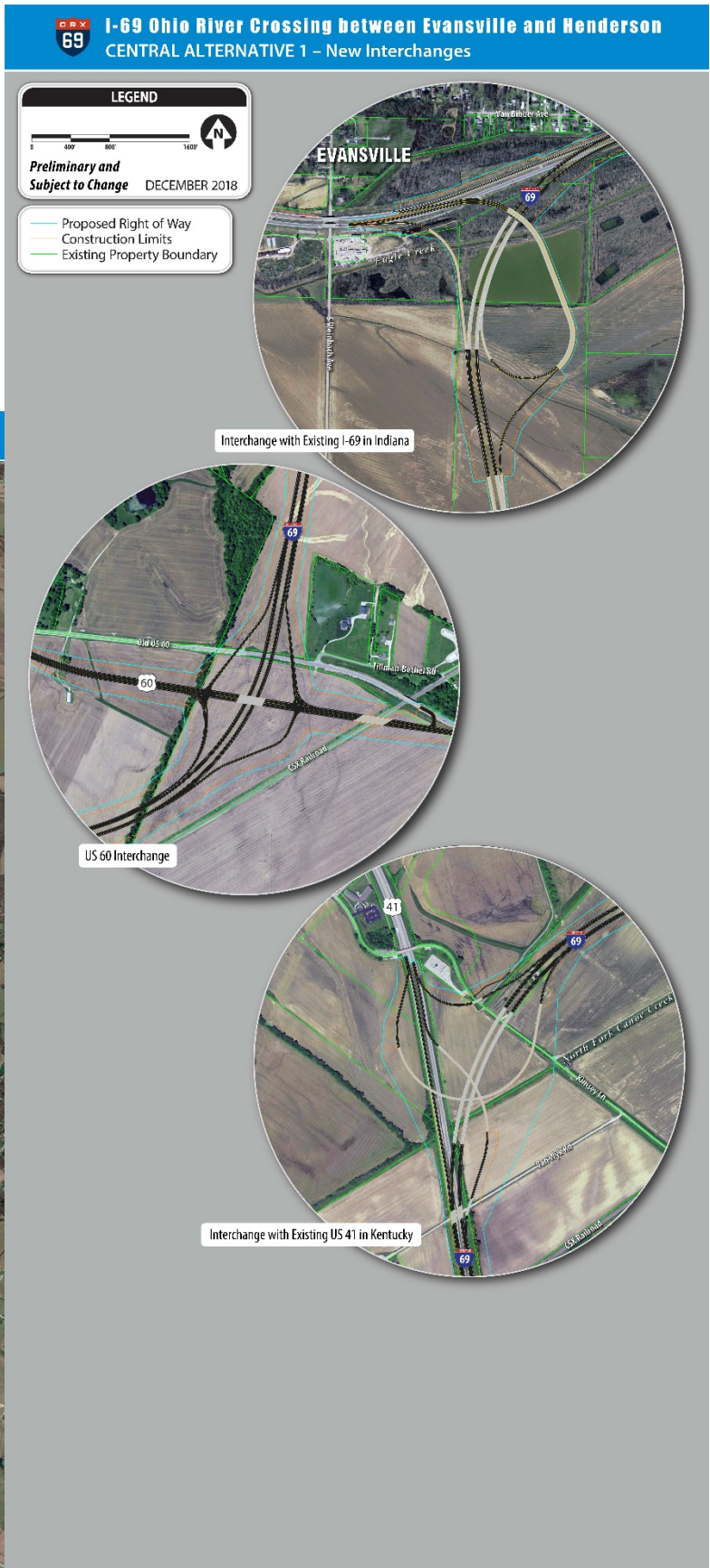
# WHAT IS LEVEL OF SERVICE?

- **Level of Service (LOS)** describes the “quality” of traffic flow
- **LOS** ranges from **A** (free flow / no congestion) to **F** (severe congestion)
- In urban areas, **LOS D** is generally considered desirable

What is **Level of Service (LOS)**?  
A measure of traveler satisfaction.











# I-69 Ohio River Crossing between Evansville and Henderson

## CENTRAL ALTERNATIVES 1A AND 1B – US 41 Upgrades

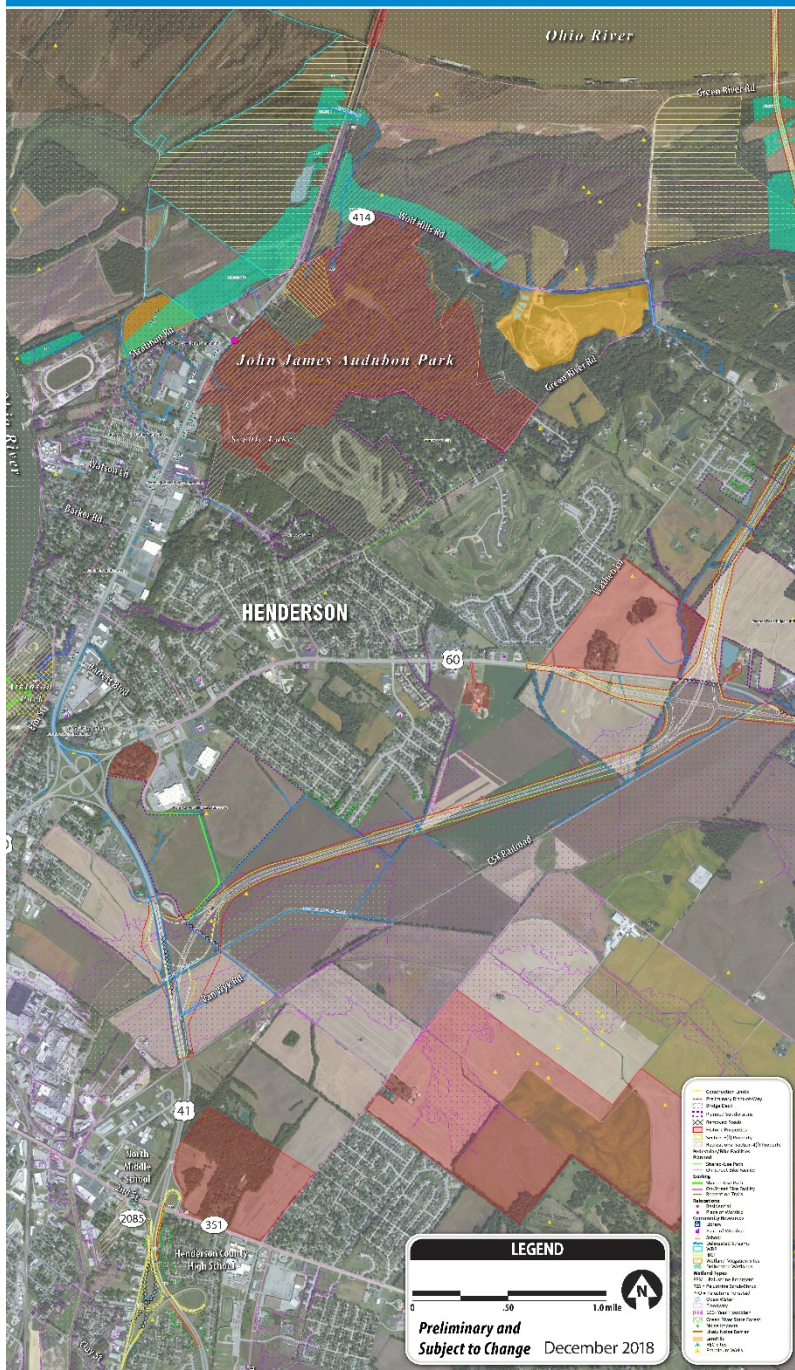




## I-69 Ohio River Crossing between Evansville and Henderson









# I-69 OHIO RIVER CROSSING DRAFT ENVIRONMENTAL IMPACT STATEMENT



The DEIS summarizes the I-69 Ohio River Crossing project's study process, analysis and findings.

## WHERE TO FIND THE DEIS

The DEIS is posted at [I69ohiorivercrossing.com/DEIS](http://I69ohiorivercrossing.com/DEIS).

**Copies are available for review at several locations on both sides of the river:**

### **I-69 ORX Project Offices**

#### **Indiana**

320 Eagle Crest Dr., Suite C  
Evansville, IN

#### **Kentucky**

1970 Barrett Ct., Suite 100  
Henderson, KY

### **Evansville Vanderburgh Public Library**

#### **Central Branch**

200 SE Martin Luther King Jr. Blvd.  
Evansville, IN

#### **East Branch**

840 E. Chandler Ave.  
Evansville, IN

#### **McCollough Branch**

5115 Washington Ave.  
Evansville, IN

### **Henderson County Judge/Executive**

20 N. Main St., Suite 300  
Henderson, KY

### **Henderson Public Library**

101 S. Main St.  
Henderson, KY

### **Housing Authority of Henderson**

111 South Adams St  
Henderson, KY

### **INDOT Offices**

#### **Central Office**

100 N. Senate Ave., Executive Office, N758  
Indianapolis, IN

#### **Vincennes Office**

3560 S. US 41  
Vincennes, IN

### **KYTC Offices**

#### **Central Office**

200 Mero St.,  
Division of Environmental Analysis  
Frankfort, KY

#### **District 2 Office**

1840 N. Main St.  
Madisonville, KY

The documents can be accessed during regular office hours at each location.

Public and agency comments on the DEIS will be accepted through Feb. 8, 2019. Comments can be received by participation in public hearings, through the "Contact Us" page on the project website, by email ([info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)), by mail or in person at an I-69 ORX project office.



**OHIO RIVER  
CROSSING**

## Draft Environmental Impact Statement (DEIS)

The DEIS summarizes the study process, analysis and findings. It can be found at [I69ohiorivercrossing.com/DEIS](http://I69ohiorivercrossing.com/DEIS).

Copies of the DEIS are also available for review at several locations:

### **I-69 ORX Project Offices**

320 Eagle Crest Dr., Ste. C (Evansville)  
1970 Barrett Ct., Ste. 100 (Henderson)

### **Evansville Vanderburgh Public Library (EVPL)**

Central Branch  
East Branch  
McCollough Branch

Henderson County Judge/Executive  
Henderson Public Library  
Housing Authority of Henderson

## Public Hearings

The public hearings are 5–8 p.m. The Project Team will present information about the project at 6 p.m. A formal public comment session will follow.

### **Henderson**

**Monday, Jan. 7**

Henderson Community College  
Preston Arts Center  
2660 S. Green St.

### **Evansville**

**Tuesday, Jan. 8**

Old National Events Plaza  
Locust meeting rooms  
715 Locust St.

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## Community Conversations

The Community Conversations are 5:30–7:30 p.m. Learn more about the alternatives, join the Project Team for a discussion and provide written comments to the team.

**Wednesday, Jan. 23**

Housing Authority  
of Henderson  
111 S. Adams St.

**Thursday, Jan. 24**

Central Branch, EVPL  
Browning Event Room B  
200 SE Martin Luther King Jr. Blvd.

# Preferred Alternatives

The DEIS identifies two preferred alternatives: Central Alternative 1A and Central Alternative 1B. The route, bridge location and lane configuration are identical for the two alternatives. Both include a 4-lane I-69 bridge and retain one US 41 bridge. The only difference is the tolling scenario.

Central Alternative 1A would toll both the I-69 bridge and remaining US 41 bridge.  
Central Alternative 1B would toll only the I-69 bridge.



 I-69 Ohio River Crossing

 @I69ORX

Learn more at [I69ohiorivercrossing.com](https://www.i69ohiorivercrossing.com) or call (888) 515-9756

# Public Hearings

Join Project Team leaders to discuss the preferred alternatives for a new I-69 Ohio River Crossing.

**We want to hear what you think.**



**Monday,  
January 7**

Henderson  
Community College  
*Preston Arts Center*

**5 - 8 p.m.**

2660 S. Green St.  
Henderson, KY

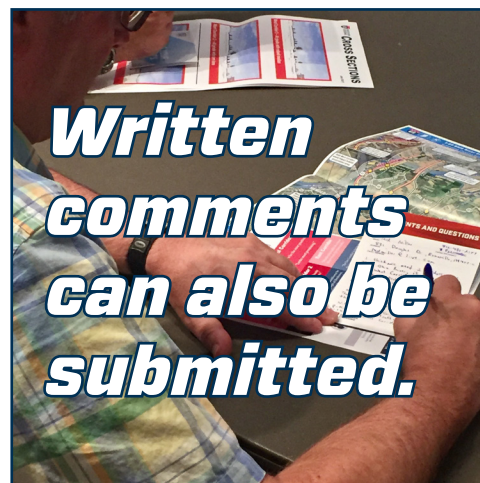
Presentation  
at 6 p.m.

**Tuesday,  
January 8**

Old National  
Events Plaza  
*Locust meeting rooms*

715 Locust St.  
Evansville, IN

**Public comment period continues through February 8.**



The Draft Environmental Statement (DEIS) is posted at [I69ohiorivercrossing.com/DEIS](http://I69ohiorivercrossing.com/DEIS) and copies are available for review at several locations.

## Community Conversations

Learn more about the alternatives, join the Project Team for a discussion and provide written comments to the team. **The Community Conversations are 5:30-7:30 p.m.**

**Wednesday, Jan. 23**  
Housing Authority of Henderson  
111 S. Adams St.

**Thursday, Jan. 24**  
Central Branch, EVPL  
Browning Event Room B  
200 SE Martin Luther King Jr. Blvd.

**Questions?** Contact the project team at: (888) 515-9756 • [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS),  
PUBLIC HEARINGS AND PUBLIC COMMENT PERIOD

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC)  
have published the DEIS for the I-69 Ohio River Crossing (I-69 ORX) project between  
Henderson, KY, and Evansville, IN.

DEIS AND PREFERRED ALTERNATIVES

INDOT and KYTC have published the DEIS, which identifies the Central Alternative as the preferred route for the proposed I-69 Ohio River Crossing. There are two preferred alternatives with different tolling options. 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.

The tolling options are the only difference between Central Alternative 1A and Central Alternative 1B. Both include a new 4-lane I-69 bridge and retain one US 41 bridge for local traffic. Both include 11.2 miles of new interstate, with the construction of 8.4 miles of I-69 on new location and upgrades to 2.8 miles of existing US 41 to meet interstate standards. New interchanges would be added at existing I-69 in Indiana, US 60 in Kentucky and at existing US 41 south of Henderson between Van Wyk Road and Kimsey Lane.

The proposed action impacts items listed in or eligible for listing in the National Register of Historic Places (NRHP), the official list of the nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect America's historic and archeological resources. The Federal Highway Administration (FHWA) has issued an Adverse Effect finding for the project, due to the adverse effects to the Northbound and Southbound US 41 bridges (Twin Bridges), the Colonel Jackson McClain farm and the Ellis-Neville/Lee Baskett house. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a) (4), the documentation specified in 36 CFR 800. 11(e) is available for inspection at the I-69 Ohio River Crossing Project Office located at 320 Eagle Crest Drive, Suite C, Evansville, Indiana, 47715 on Monday, Tuesday, Thursday and at 1970 Barrett Court, Suite 100, Henderson, Kentucky 42420 on Tuesday, Wednesday and Friday. This documentation serves as the basis for the FHWA's Adverse Effect finding. The views of the public on FHWA's effect finding are being sought.

The proposed action includes the removal (demolition) of the existing Southbound US 41 bridge, a 5,427-foot long cantilevered truss constructed in 1965 and eligible for listing in the NRHP. In an effort to preserve this historic bridge, the FHWA and KYTC, in cooperation with the State Historic Preservation Office (SHPO), are seeking to locate a city, county or state government, SHPO-approved historic preservation organization or SHPO-approved individual entity interested in having this bridge moved to a new site for preservation and reuse. If relocated to an appropriate setting, the bridge may still be eligible for the National Register. If a recipient agency, organization or individual is found, FHWA and

KYTC will pay all expenses associated with match marking, disassembly, transportation to the new site and off-loading of the bridge in the amount of which shall not exceed the estimated cost for demolition. Letters of Interest and proposals for this bridge should be sent via mail or email to the project office(s) and will be accepted until the conclusion of the public comment period described below.

The DEIS, including the documentation specified in 36 CFR 800.11(e), is available online at [www.I69OhioRiverCrossing.com/DEIS](http://www.I69OhioRiverCrossing.com/DEIS). Copies of the DEIS will be available for review on December 14 at:

- I-69 Ohio River Crossing Project Office: 320 Eagle Crest Dr., Suite C, Evansville, IN
- I-69 Ohio River Crossing Project Office: 1970 Barrett Ct., Suite 100, Henderson, KY
- Evansville Vanderburgh Public Library (EVPL) – Central Library: 200 SE Martin Luther King Jr. Blvd., Evansville, IN
- EVPL – East Branch: 840 E. Chandler Ave., Evansville, IN
- EVPL – McCollough Branch: 5115 Washington Ave., Evansville, IN
- Henderson Public Library: 101 S. Main St., Henderson, KY
- Henderson County Judge/Executive: 20 N. Main St., Henderson, KY
- Housing Authority of Henderson: 111 S. Adams St., Henderson, KY
- KYTC Central Office: 200 Mero St., Frankfort, KY
- KYTC District 2 Office: 1840 N. Main St., Madisonville, KY
- INDOT Central Office: 100 N. Senate Ave., Indianapolis, IN
- INDOT Vincennes District Office: 3560 S. US 41, Vincennes, IN

## PUBLIC HEARINGS

The first hearing will be held Monday, January 7, 2019, from 5 to 8 p.m. Central time at Henderson Community College, Preston Arts Center, 2660 S. Green St., Henderson, KY 42420. Doors will open at 5 p.m.

A second hearing will be held Tuesday, January 8, 2019, from 5 to 8 p.m. Central time at the Old National Events Plaza, Locust meeting rooms, 715 Locust St., Evansville, IN 47708. Doors will open at 5 p.m.

Each hearing will include a brief presentation from the Project Team at 6 p.m. followed by a formal public comment session. The team will be on hand to address questions and comments before and after the presentations.

Attendees may make a public comment at the hearing, provide verbal comments to a court reporter or may return or mail a comment form available at the public hearings and online. With advance notice, special accommodations will be made for individuals needing auxiliary aids or services of interpreters, signers, readers, or large print. Anyone with such needs should contact Rickie Clark with INDOT's Office of Public Involvement at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

In the event of inclement weather resulting in the closing of the meeting venue, the hearing will be rescheduled at the same location. The Henderson snow date is Wednesday, January 10 and the Evansville snow date is Thursday, January 11. Information about rescheduling the hearings will be sent to the news media and posted to [www.i69ohiorivercrossing.com](http://www.i69ohiorivercrossing.com).

#### PUBLIC COMMENTS

In addition to providing written or verbal comments at the public hearings, the public may submit written comments on the DEIS, including the documentation specified in 36 CFR 800.11(e) through February 8, 2019, via the comment form at <https://I69OhioRiverCrossing.com/contact>, via email to [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com) or by mail to the project offices. During the public comment period the Evansville office (320 Eagle Crest Drive, Suite C, Evansville, IN 47715) will be open Mondays, Tuesdays and Thursdays between 8 a.m. and 5 p.m.; and the Henderson office (1970 Barrett Court, Suite 100, Henderson, KY 42420) will be open Tuesdays, Wednesdays and Fridays between 8 a.m. and 5 p.m. Central time. The project offices will be closed December 24 through January 1. The Project Team is available outside of the office hours by appointment. Those requesting appointments should call (888) 515-9756 or email [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com).



# OHIO RIVER CROSSING

## Frequently Asked Questions

Updated December 14, 2018

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### General Overview

#### **What is the I-69 Ohio River Crossing Project?**

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are committed to providing a critical link between the two states' I-69 corridors and constructing a new I-69 Ohio River Crossing between Evansville and Henderson.

#### **What is the proposed purpose and need of the project?**

The proposed purpose and need of the project is to complete the I-69 connection between Indiana and Kentucky, improve long-term cross-river mobility for the area, reduce congestion and delay, and improve safety.

#### **Has the preferred alternative been identified?**

Yes, the central route is the preferred route for the proposed I-69 Ohio River Crossing. There are two preferred alternatives with different tolling options in the DEIS published December 14, 2018. 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.

### Preferred Alternatives

#### **What are the preferred alternatives from the DEIS?**

The central route is the preferred route for the proposed I-69 Ohio River Crossing. There are two preferred alternatives with different tolling options. 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.



The tolling options are the only difference between Central Alternative 1A and Central Alternative 1B. Both include a new 4-lane I-69 bridge and retain one US 41 bridge for local traffic. Both include 11.2 miles of new interstate, with the construction of 8.4 miles of I-69 on new location and upgrades to 2.8 miles of existing US 41 to meet interstate standards. New interchanges would be added at existing I-69 in Indiana, US 60 in Kentucky and at existing US 41 south of Henderson between Van Wyk Road and Kimsey Lane.

#### **What factors determined that Central Alternatives 1A or 1B is the preferred alternative?**

Selecting the preferred alternative was a multi-step process that included leadership in both states, the community, and state and federal agencies. Central Alternatives 1A and 1B are the preferred alternatives for the following reasons:

- Fewest residential relocations
- No commercial relocations
- Fewest impacts to the following resources:
  - Wetlands
  - Linear feet of streams
  - Floodways
  - Forested habitat and potential habitat for the federally endangered Indiana bat and federally threatened northern long-eared bat
  - Managed lands
  - Section 4(f) resources including publicly owned parks, recreation areas, wildlife and water fowl refuges, or public and private historic properties
  - Sites with recognized environmental conditions, such as hazardous substances or petroleum products
- Cross-river route redundancy for the region
- Lowest total cost

#### **What happens next?**

The public and affected agencies can provide comments about Central Alternatives 1A and 1B at public hearings in both states and via several other communications channels through February 8, 2019. The decision on whether to recommend Central Alternative 1A or Central Alternative 1B (whether to toll the US 41 bridge) will be based on continuing financial analysis, federal grant availability and comments received on the DEIS. Once a decision is reached, the public and agencies will be notified prior to publication of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

**What's the timeline for the project?**

A preferred alternative was identified in December 2018 in the DEIS. Public hearings will be held in Henderson on January 7 and Evansville January 8 to solicit feedback on the DEIS. The FEIS and ROD are expected by late 2019.

**When could right-of-way acquisition begin?**

Right-of-way acquisition would not begin until the environmental review is complete and funding is available, and dependent on the FHWA publishing a ROD.

**What's the expected cost of the project?**

With a total cost estimated at \$1.497 billion (year-of-expenditure dollars), Central Alternative 1A or 1B is the lowest-cost option. This total cost includes roadway and bridge operations and maintenance for 35 years following completion of construction.

**How will the project be funded?**

Currently, the only option to fund the project is through the financial capacity of toll revenue generated by the project and supplemented by the states' traditional programs. The states will continue financial analysis and seek federal grant opportunities to try to reduce the revenue needed from tolls and funds needed from the states' traditional programs.

**Hasn't this process been completed before?**

A DEIS was completed in 2004, with a preferred alternative identified for a new I-69 Ohio River Crossing just east of Henderson. No funding source was identified and an FEIS and ROD were never issued. Since then, Indiana and Kentucky have improved more than 260 miles of the I-69 corridor to interstate standards. The new crossing will be the final connection.

**NEPA****What is NEPA?**

NEPA, the National Environmental Policy Act, requires evaluation of the project's potential effects before making a decision. Compliance with NEPA is required any time federal funds are used to support a project or federal agency approval is needed.

The NEPA process includes:

- Analysis of a range of reasonable alternatives for the proposed project, based on project's defined purpose and need
- Assessment of the social, economic and environmental impacts of a proposed project
- Consideration of measures to avoid, minimize or mitigate potential impacts
- Interagency coordination and consultation

- Public involvement, including opportunities to participate and provide input into the selection of the preferred alternative
- Documentation and disclosure
- A ROD from FHWA, which identifies the final preferred alternative

#### **What are the steps involved in the environmental study?**

- Step 1 – COMPLETE – Determine the project’s purpose and need and identify conceptual alternatives that address those needs
- Step 2 – COMPLETE – Collect preliminary environmental and engineering data, reviewing results with the Project Team, resource agencies and the public
- Step 3 – COMPLETE – Develop a short list of potential corridors and begin detailed engineering, field investigations, agency coordination, public involvement and financial analysis
- Step 4 – IN PROGRESS – Identify a preliminary preferred alternative and present the DEIS for public review and comment
- Step 5 – Address public and agency comments on the preferred alternative, publish an FEIS and receive a ROD from FHWA

#### **Is there a way to expedite the project?**

The NEPA timeline approved by Indiana and Kentucky is aggressive, but realistic. The NEPA process requires at least 45 days for public and agency review of the DEIS. Immediately following the comment period, the Project Team must gather and address all public and agency comments before publishing the FEIS. The team will accelerate the schedule wherever possible and expects to publish the FEIS and ROD by fall 2019.

#### **Did Kentucky and Indiana have equal influence over which alternative was selected?**

Yes. This is a bi-state project, and Kentucky and Indiana have and will continue to collaborate throughout the decision-making process.

#### **What happens when the environmental process is over?**

After the FHWA issues the ROD and with the help of available federal funds, Indiana and Kentucky can move forward with detailed design plans, right-of-way appraisals and land purchases, the procurement process and construction.

## Financing and Funding

### How much is project construction expected to cost?


With a total cost estimated at \$1.497 billion (year-of-expenditure dollars), Central Alternative 1A or 1B is the lowest-cost option. This total cost includes roadway and bridge operations and maintenance for 35 years following completion of construction.

### Is tolling an option?

A new I-69 bridge will be tolled. The decision on whether to recommend Central Alternative 1A or Central Alternative 1B (whether or not to toll the US 41 bridge) will be based on continuing financial analysis, federal grant availability and comments received on the DEIS. Once a decision is reached, the public and agencies will be notified prior to publication of the FEIS and ROD.

### Why is tolling necessary to help fund the project?

Toll revenue is needed to cover debt service for the project, capital costs, and operations and maintenance of the project. Currently, the only funding source to fill the gap is from the states' traditional programs through direct funding and/or financing.

	Central Alternative 1A	Central Alternative 1B
<b>Net Toll Revenue</b> (over 35 years, year of collection \$)	\$2.6 billion	\$1.2 billion
<b>Financing Capacity</b>	\$500 million	\$250 million
<b>% of Upfront Capital Costs</b>	40%	20%
<b>Funding Gap</b>	\$750 million	\$1 billion

### How much money can be generated by tolls?

Financial estimates indicate net revenue from tolling both the I-69 and US 41 bridges (Central Alternative 1A) would provide financing capacity of \$500 million or 40% of upfront capital costs. Tolling only the I-69 bridge (Central Alternative 1B) would provide financing capacity of about \$250 million or about 20% of upfront capital costs. At this time, the only source for funding the gap is from the states' traditional programs through direct funding and/or financing.



**When will a decision be made on tolling rates and who makes that decision?**

A bi-state body will be created to develop toll policy (including toll rates) before construction begins. The FEIS and ROD inform the bi-state body of impacts and commitments associated with the implementation of tolls.

**Will free or reduced tolls be considered for low-income residents?**

The DEIS includes possible strategies to mitigate impacts on Environmental Justice (EJ) populations if both the I-69 and US 41 bridges are tolled. These include the option of transponder purchase via cash, cash-loading of transponders, widespread availability of transponders, a frequent-user/commuter card and a reduced toll rate on the US 41 bridge for verified low-income users.

**How will Indiana and Kentucky split the project costs?**

Indiana and Kentucky are evenly splitting costs for preliminary design and the environmental review. Construction funding will be based on work in each state and will be detailed in the initial financial plan prior to construction.

**What procurement process might be used? Will this project be built as a public-private partnership or design-build project?**

The type of procurement and project financing has not been determined, nor has the tolling policy. As the states develop the project further through preliminary design and the environmental review, Indiana and Kentucky will consider the project's suitability for different procurement methods and select a solution that works best for both states.

**Is there a tentative schedule for construction?**

If federal grants and traditional funding can be made available to fill the gap between the project's costs and the financial capacity of the toll revenue, then construction could begin in late 2021 and a new bridge could be open to traffic as soon as 2025.

**Public Involvement****How are local officials, stakeholder groups and the public involved?**

The Project Team has implemented a robust public involvement plan throughout the NEPA study process. Information is shared via e-newsletters, focus groups with local officials and key stakeholders, social media and media relations. Residents may provide feedback any time via the project website ([www.I69OhioRiverCrossing.com](http://www.I69OhioRiverCrossing.com)), email ([info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)), phone (888-515-9756), or at the project offices in Henderson and Evansville. The Project Team has also hosted public open houses so residents could ask questions and provide feedback during the NEPA process.

The Project Team met at key points in the process with key stakeholder groups to solicit feedback throughout the NEPA process. These groups include elected officials, the project's River Cities Advisory Committee, the Interagency Advisory Committee, the Section 106 Consulting Parties and an Environmental Justice Subcommittee.

### **When can the public review and comment on the study?**

The DEIS is posted on the project website ([I69ohiorivercrossing.com/DEIS](http://I69ohiorivercrossing.com/DEIS)) and available for review at several locations on both sides of the river including:

- I-69 ORX Indiana Project Office: 320 Eagle Crest Dr., Suite C, Evansville, IN
- I-69 ORX Kentucky Project Office: 1970 Barrett Ct., Suite 100, Henderson, KY
- Evansville Vanderburgh Public Library (EVPL) – Central Library: 200 SE Martin Luther King Jr. Blvd., Evansville, IN
- EVPL – East Branch: 840 E. Chandler Ave., Evansville, IN
- EVPL – McCollough Branch: 5115 Washington Ave., Evansville, IN
- Henderson Public Library: 101 S. Main St., Henderson, KY
- Henderson County Judge/Executive: 20 N. Main St., Henderson, KY
- Housing Authority of Henderson: 111 S. Adams St., Henderson, KY
- KYTC Central Office: 200 Mero St., Frankfort, KY
- KYTC District 2 Office: 1840 N. Main St., Madisonville, KY
- INDOT Central Office: 100 N. Senate Ave., Indianapolis, IN
- INDOT Vincennes District Office: 3560 S. US 41, Vincennes, IN

Public and agency comments on the DEIS will be accepted through February 8, 2019. To be considered in the DEIS, residents must provide feedback via:

- Participation in the public hearings
- The “contact us” page on the website ([www.I69OhioRiverCrossing.com/contact](http://www.I69OhioRiverCrossing.com/contact))
- Email ([info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com))
- Mail or in person at the project offices located at 320 Eagle Crest Drive, Suite C in Evansville, and 1970 Barrett Court, Suite 100 in Henderson.

Note: Comments made on Facebook (I-69 Ohio River Crossing) and Twitter (I69ORX) will not become part of the DEIS transcript. Those who call the project offices who wish to make a comment will be asked to fill out a comment form to ensure accurate records.

Public hearings will be held:

- Monday, January 7, 2019, from 5 to 8 p.m. at Henderson Community College, Preston Arts Center, 2660 S. Green St., Henderson, KY
- Tuesday, January 8, 2019, from 5 to 8 p.m. at the Old National Events Plaza, Locust meeting rooms, 715 Locust St. in Evansville, IN

The Project Team will present information about the project at 6 p.m. A formal comment session will follow. All comments will be recorded, and people can also submit written comments.

All comments received at the public hearings and during the comment period will be documented and considered by the Project Team before the FEIS and ROD in fall 2019.

### **US 41 Twin Bridges**

#### **Why is the future of the US 41 bridges being discussed as part of this project?**

Improving long-term cross-river mobility between Evansville and Henderson must include a discussion of the US 41 bridges. One bridge is more than 80 years old and the other is more than 50 years old, and maintenance costs are high. Indiana and Kentucky have spent more than \$50 million on maintenance costs on the US 41 bridges since 2005. A report on the US 41 bridges finds it would cost an estimated \$293 million to maintain the two bridges through 2062.

#### **Under Central Alternatives 1A or 1B, which US 41 bridge would remain in service?**

Due to its historic significance and serviceable condition, the northbound US 41 will be retained for two-way traffic.

#### **What will happen to the southbound US 41 bridge that is removed from service?**

A marketing plan will be undertaken to determine if there is any group or agency that would be willing and able to maintain and preserve the bridge. If there are no such groups or agencies found, the bridge would be demolished after construction of an I-69 bridge.

#### **Would the states consider using the old bridge for bicycle or pedestrian facilities?**

Because of the large expense to maintain the aging bridge, the small number of potential users and the lack of master planning for such facilities, current plans do not include maintaining one of the US 41 bridges for cyclists and pedestrians. During the development of the project, the City of Henderson and Henderson County were offered the opportunity to assume ownership and responsibility of the bridge for this purpose, but each declined. Letters were also sent to Vanderburgh County and the City of Evansville encouraging them to contact Henderson and Henderson County if they wanted to discuss a possible partnership about the bridge.

#### **How many vehicles cross the US 41 bridges each day?**

The US 41 Twin Bridges carry approximately 40,000 vehicles across the Ohio River each day.

### **How old are the current US 41 bridges?**

What is currently the northbound bridge opened in 1932 to carry a single lane of traffic in each direction. The southbound bridge was opened in 1965, allowing each bridge to carry two lanes of traffic in a single direction.

### **Previous Question about the Preliminary Alternatives**

#### **What were the preliminary alternatives for a new I-69 Ohio River Crossing?**

The I-69 ORX Project Team developed preliminary alternatives for each of the three corridors for a new I-69 bridge and interstate connections. Based on further engineering analyses and after completing the Screening Report Supplement, West Alternative 1, West Alternative 2 and Central Alternative 1 were identified as providing the best opportunity to be financially feasible and address the purpose and need of the project. A No Build Alternative was also carried forward for comparison.

#### **West Alternative 1**

West Alternative 1 included a four-lane I-69 bridge and retained one US 41 bridge for local traffic. West Alternative 1 would have kept traffic in the US 41 corridor while maintaining businesses in the area. It included a reconstructed US 60 interchange and new interchanges at Watson Lane and US 41/Veterans Memorial Parkway (north end).

#### **West Alternative 2**

West Alternative 2 included a six-lane I-69 bridge and removed both US 41 bridges from service. This alternative would have kept traffic on the US 41 corridor, but businesses along the west side of US 41 would have been impacted. It included a reconstructed US 60 interchange and new interchanges at Watson Lane, Wolf Hills/Stratman Road, Nugent Drive and US 41/Veterans Memorial Parkway (north end).

#### **Central Alternative 1**

Central Alternative 1 bypasses the US 41 corridor and includes a four-lane I-69 bridge and retains one US 41 bridge for local traffic. It includes new interchanges at US 41 (south end), US 60 and Veterans Memorial Parkway.



# Preferred Alternatives

## Central Alternatives 1A and 1B: Two Tolling Options



The route, bridge location and lane configuration are identical for the two alternatives. Both include a 4-lane I-69 bridge and retain one US 41 bridge.

### Central Alternative 1A

- Toll both I-69 bridge and remaining US 41 bridge

### Central Alternative 1B

- Toll only the I-69 bridge

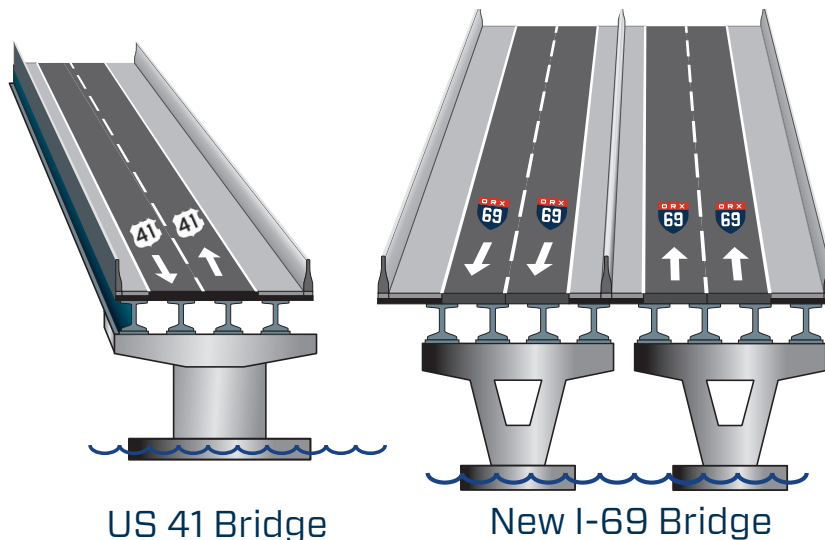
The tolling options are the only difference.

### Central Alternatives 1A and 1B

- Build 4-lane I-69 bridge
- US 41 northbound bridge retained for two-way, local traffic
- 11.2 miles of new interstate
  - 8.4 miles of I-69 on new location
  - 2.8 miles of improvements to existing US 41 to meet interstate standards
- New interchanges
  - At existing I-69 in Indiana
  - At US 60
  - At existing US 41 south of Henderson between Van Wyk Rd. and Kimsey Ln.
- Improvements to three existing interchanges

#### Basis for Selection of Preferred

- Fewest residential relocations (four relocations)
- No commercial relocations
- Cross-river redundancy
- Lowest total cost
- Fewest impacts to many sensitive natural resources:
  - Wetlands
  - Floodways
  - Managed lands
  - Streams



#### Estimated Cost: \$1.497 billion\*

\$200 million = Design, Right of Way, Mitigation, Procurement, Construction Inspection

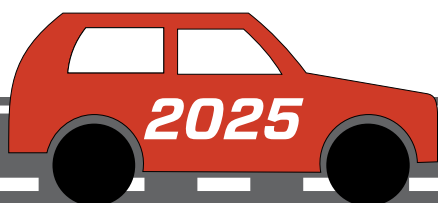
\$807 million = Construction Cost, 2017 \$  
(Includes Roadway, Bridge, Toll System, Utilities)

\$255 million = Construction Inflation  
(Year-of-Expenditure dollars)

\$234 million = Roadway and Bridge Operations and Maintenance (O&M) (35 years)



\*Year-of-expenditure dollars. Also includes roadway and bridge operations for 35-years following completion of construction.



Central Alternative 1A or 1B could open to traffic as soon as 2025, assuming funding is identified soon after the Record of Decision.

# Financial Feasibility

Financial feasibility is key to moving to construction. There was a similar environmental study in 2004 that identified a preferred alternative for an I-69 Ohio River Crossing, but it never reached a Record of Decision. No funding source was identified and the project stalled.

Traffic forecasts indicate six lanes of cross-river capacity are needed through 2045.

Providing more than six lanes of traffic would unnecessarily add to long-term operations and maintenance costs associated with major river crossings.

\$145 million is saved by removing one of the aging US 41 bridges from service.

Reducing project costs provides the greatest opportunity for the project to be financially feasible.

A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed.

## Retaining US 41 Northbound Bridge

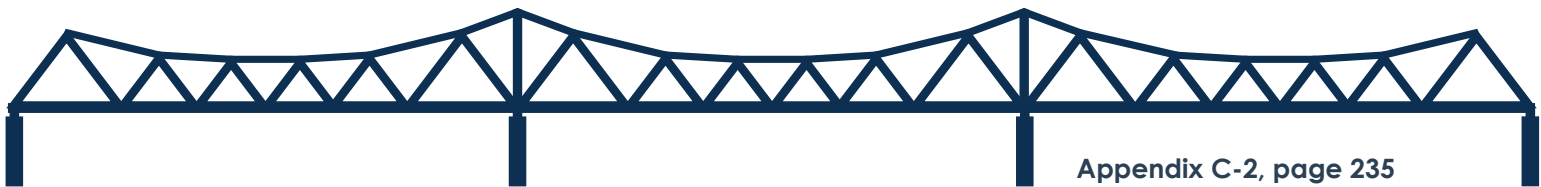
Because of its historic significance, the US 41 northbound bridge will be retained for two-way, local traffic.

The northbound bridge, which opened in 1932, has historic significance because of the way it was constructed and funded.

The southbound bridge, which opened in 1965, is only considered historic because of its association with the northbound bridge.

### Both US 41 Bridges

- Can carry a lane of traffic in each direction
- Provide cross-river redundancy
- Have similar costs to rehabilitate
- Have similar costs to maintain



# Financing and Funding

The decision on whether to recommend Central Alternative 1A or Central Alternative 1B will be based on continuing financial analysis, federal grant availability and comments received on the DEIS.

 Toll-backed financing

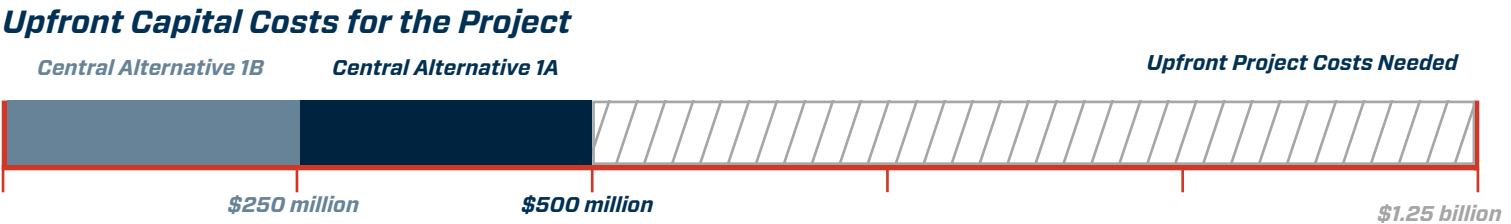
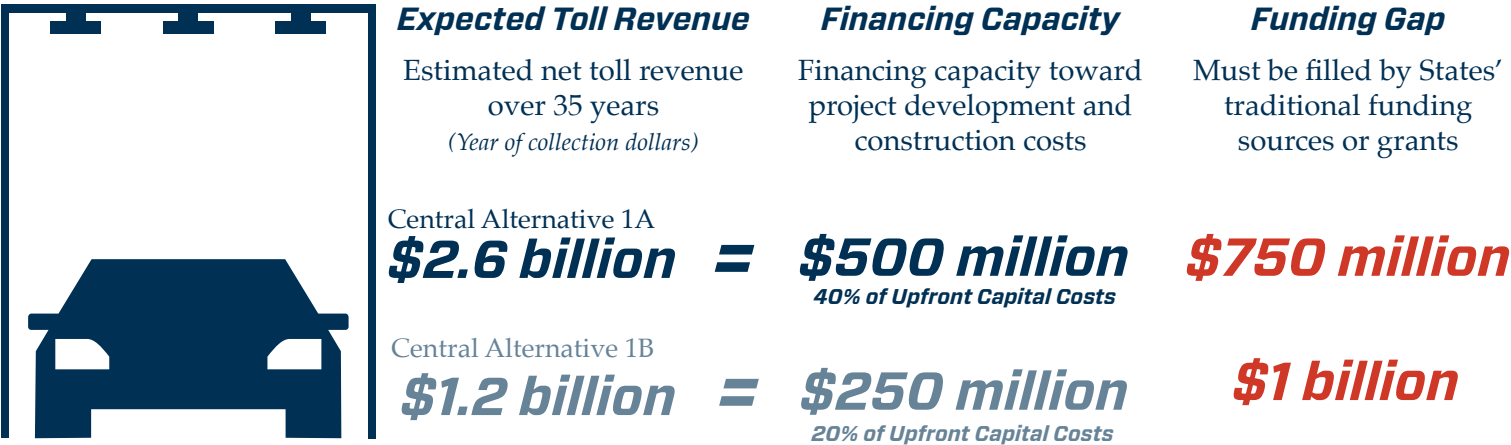
 Traditional funds

 + Available grant opportunities

The states will pursue grants and opportunities to reduce the amount of toll revenue and traditional funds needed. A decision on whether the US 41 bridge will be tolled will be made after additional financial studies and pursuit of funding opportunities.

Once a decision is reached, the public and agencies will be notified prior to publication of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

Toll revenue will be used to cover capital costs, debt service for the project and operations and maintenance of the project. Tolls will not cover all project costs.



- A bi-state body will establish toll policy (including rates) before construction begins.
- Tolling will be all-electronic tolling with no slowing and no stopping.
- Drivers with prepaid accounts and transponders will pay the lowest rates.

Possible Tolling Mitigation Strategies for EJ Populations if US 41 Bridge is Tolled

- Option of transponder purchase with cash
- Option to load transponders with cash
- Widespread availability of transponders

- Frequent-user/commuter card
- A reduced toll rate for verified low-income users on US 41 bridge

(EJ = Environmental Justice = low-income or minority populations)

Appendix C-2, page 236

# Draft Environmental Impact Statement (DEIS)

The DEIS summarizes the I-69 Ohio River Crossing project's study process, analysis and findings. It includes the basis for the selection of the preferred alternatives and mitigation measures proposed to address unavoidable impacts associated with the preferred alternatives.



• **Posted at [I69ohiorivercrossing.com/DEIS](http://I69ohiorivercrossing.com/DEIS)**

**Copies available at several locations •  
(complete list at [I69ohiorivercrossing.com](http://I69ohiorivercrossing.com))**



## Comments can be made:

**At public  
hearings**

**On Contact Us page**  
[I69ohiorivercrossing.com](http://I69ohiorivercrossing.com)

**By email**  
[info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)

**By mail**  
(project office)

**In person**  
(project office)



## Office Hours During the Comment Period

**Evansville office:** Mondays, Tuesdays and Thursdays  
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715  
8 a.m. to 5 p.m. and by appointment

**Henderson office:** Tuesdays, Wednesdays and Fridays  
1970 Barrett Ct., Ste. 100, Henderson, KY 42420  
8 a.m. to 5 p.m. and by appointment

(Project offices will be closed Dec. 24 – Jan. 1.)

### Henderson

Monday, Jan. 7

Henderson Community College  
Preston Arts Center  
2660 S. Green St.

## Public Hearings

5 to 8 p.m.

Presentation at 6 p.m.

### Evansville

Tuesday, Jan. 8

Old National Events Plaza  
Locust meeting rooms  
715 Locust St.

Speakers can sign up at either hearing, and all comments will be recorded. Written comments can also be submitted.

## Now – Feb. 8, 2019

*Public comment  
period to gather  
feedback on the  
DEIS*

## 2019

- Project Team considers all comments
- States pursue grant opportunities
- Refine tolling needs
- Bi-state coordination
- Development of financial plan

## Late 2019

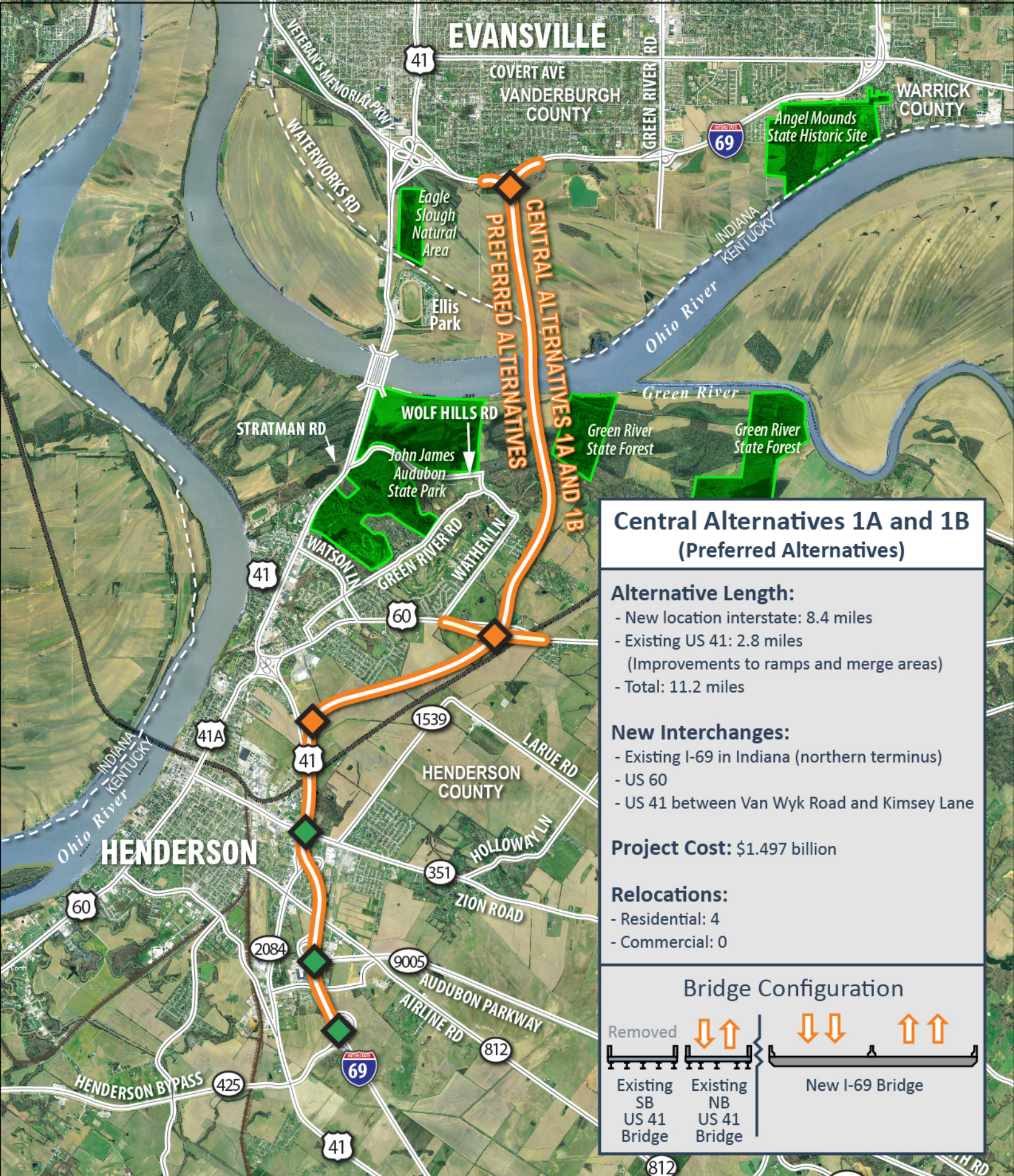
*Final Environmental Impact  
Statement (FEIS) = States  
confirm the preferred alternative*

*Record of Decision (ROD) =  
Federal Highway Administration's  
final approval of preferred  
alternative*

The ROD allows the states, with the help of available federal funds, to move forward with design, land purchases and construction.

*Appendix C-2, page 237*





Existing  
Interchange  
to Remain



Proposed Central  
Alternatives 1A and 1B  
Interchange



**Preferred Alternatives**  
Central Alternatives 1A and 1B  
Appendix C-2, page 238

0 0.5 1

Miles



December 2018



## West Alternative 1

### Alternative Length:

- New location interstate: 8.2 miles
- Existing US 41: 2.9 miles  
(Improvements to ramps and merge areas)
- Total: 11.1 miles

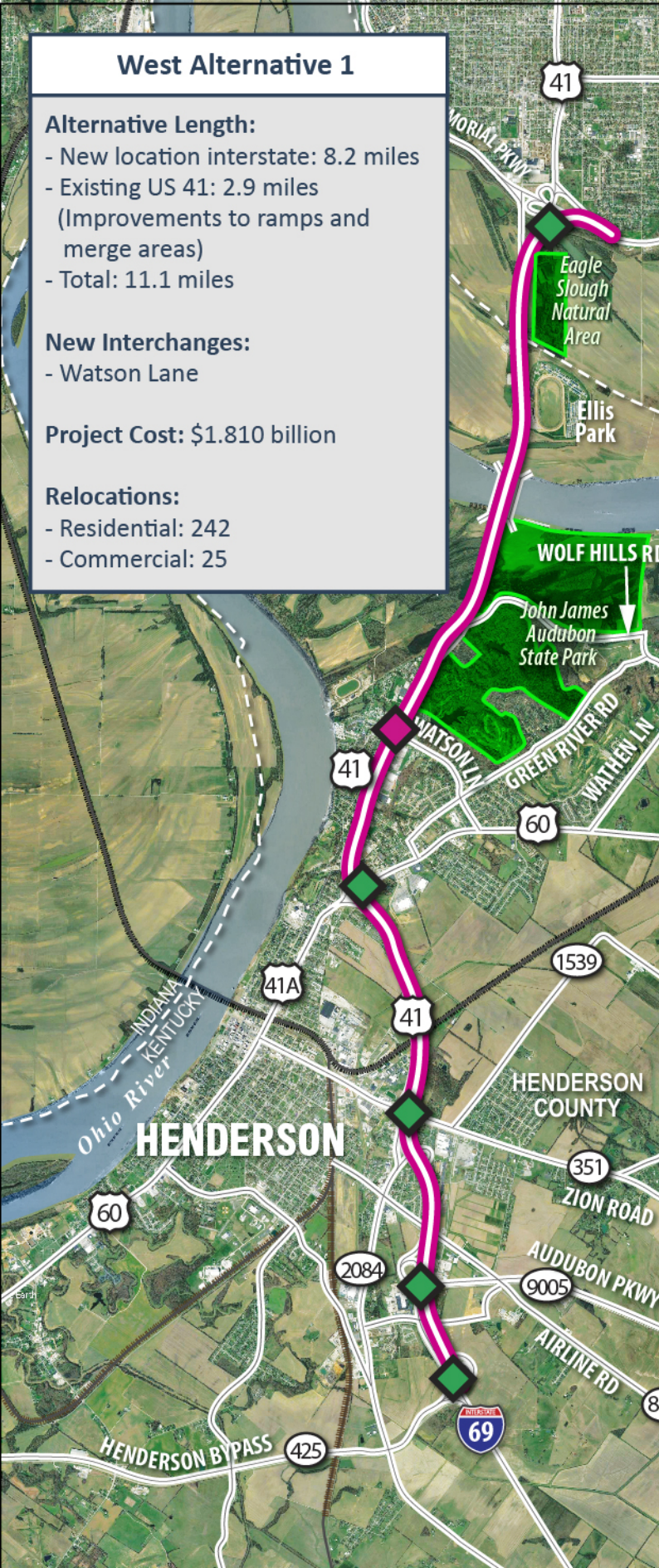
### New Interchanges:

- Watson Lane

**Project Cost:** \$1.810 billion

### Relocations:

- Residential: 242
- Commercial: 25



## West Alternative 2

### Alternative Length:

- New location interstate: 8.1 miles
- Existing US 41: 2.9 miles  
(Improvements to ramps and merge areas)
- Total: 11.0 miles

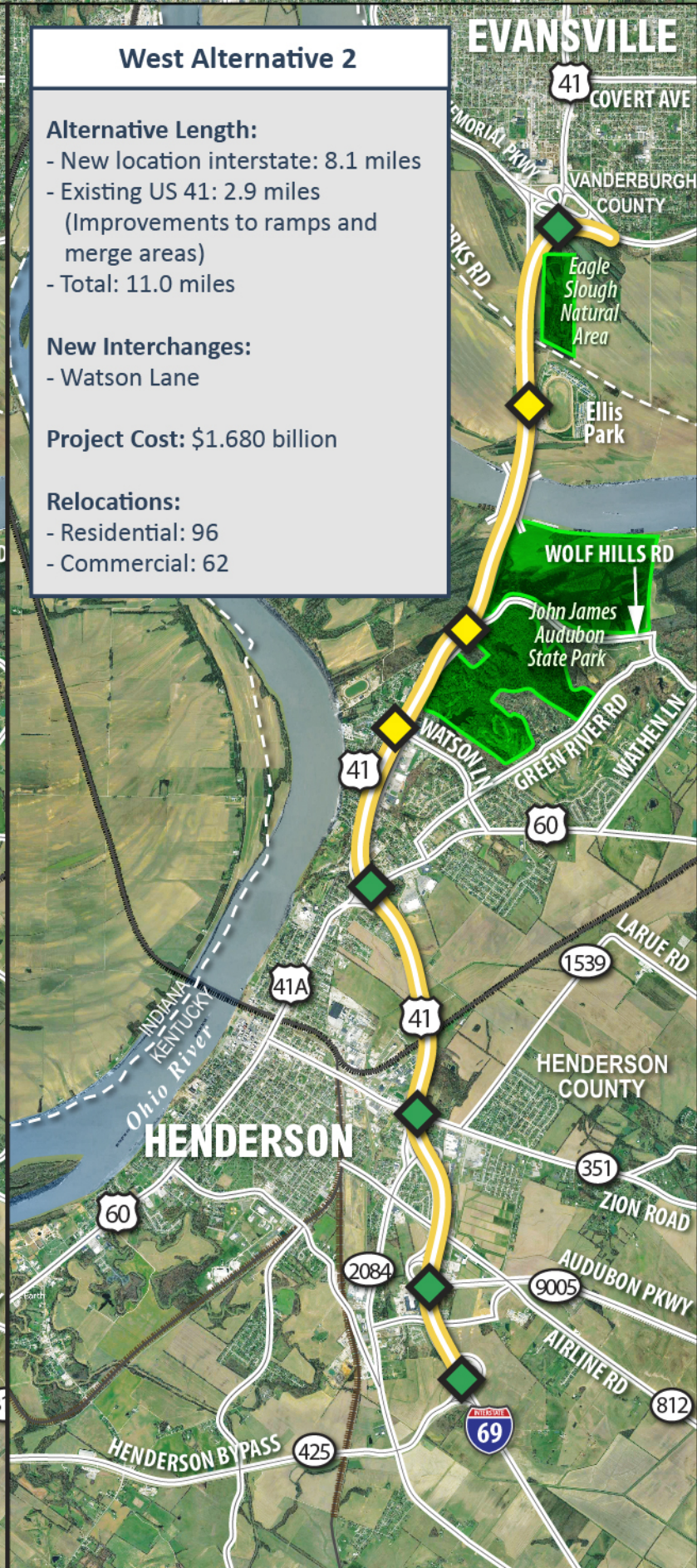
### New Interchanges:

- Watson Lane

**Project Cost:** \$1.680 billion

### Relocations:

- Residential: 96
- Commercial: 62



Proposed West  
Alternative 1  
Interchange

Proposed West  
Alternative 2  
Interchange

Existing  
Interchange  
to Remain



Preliminary  
Alternatives  
Appendix C-2, page 239  
Considered

0 0.5 1  
Miles



December 2018





# Community Conversations

Join Project Team leaders to discuss the preferred alternatives for a new I-69 Ohio River Crossing.

**We want to hear what you think.**



**Wednesday  
January 23**

Housing Authority  
of Henderson

**5:30 p.m. -  
7:30 p.m.**

111 S. Adams St.  
Henderson, KY

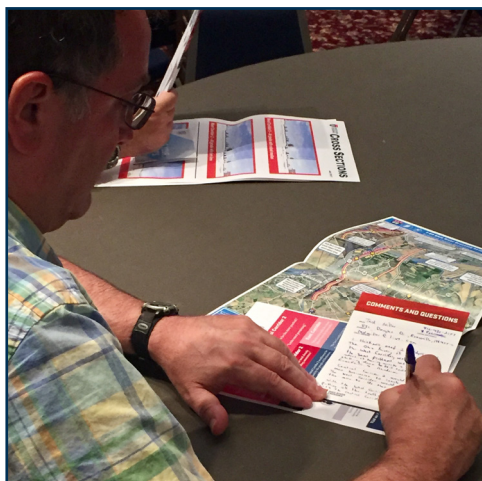
Presentation  
at 6 p.m.

**Thursday,  
January 24**

Central Branch EVPL  
*Browning Event Room B*

200 SE Martin  
Luther King Jr. Blvd.  
Evansville, IN

**Public comment period continues through February 8.**



## Comments can be made:

**At public  
meetings**

**On Contact Us page**  
[I69ohiorivercrossing.com](http://I69ohiorivercrossing.com)

**By email**  
[info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)

**By mail**  
(project office)

**In person**  
(project office)



**Questions?** Contact the project team at: (888) 515-9756 • [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)

Appendix C-2, page 241



# MEETING SUMMARY

**To: I-69 ORX Project Team**

**From: Public Involvement Team**

**Date: January 23 and 24, 2019**

**Subject: DEIS Community Conversations**

---

The DEIS Community Conversations were held:

- Henderson: Wednesday, January 23, from 5:30 to 7:30 p.m. at the Housing Authority of Henderson
- Evansville: Thursday, January 24, 5:30 to 7:30 p.m. at the Central Branch of the Evansville-Vanderburgh Public Library

Doors opened at 4:45 p.m. with the events officially starting at 5:30 p.m. Visitors were encouraged to talk with team members and view the displays until the presentation started.

Thirty-four residents signed in at Henderson and thirty-two signed in at Evansville. Several Project Team members also attended both events.

Dan Prevost and Mindy Peterson presented an abbreviated version of the DEIS hearing presentation. Following are the comments and questions asked by attendees at the two events.

## **Questions and Comments about Tolling:**

- How much will the toll cost? There are no jobs in Henderson, so I have to cross the bridge into Evansville for work.
- On I-70 around Denver, they have variable rates depending of the time of day. Is that an option?
- I remember when there was toll on the northbound bridge and it was a mess. Why would you put us in that position again?
- As an elected official, I hear a lot from the community. This route has changed so much from the initiation meetings. The biggest concern I hear is they don't want Henderson and Evansville to bear more of the brunt for paying for the bridge than others. Would it be possible to give Henderson and Evansville residents a transponder to allow them to cross the US 41 bridge(s) for free?
- How are low income and minority populations (EJ populations) identified?

- I'm a farmer and I support I-69 and the US 41 bridges. We'll lose about 60 acres with this project. If we took all of our grain to Evansville or Newburgh, at \$10/crossing, it would cost me \$12,000 in six weeks to move 500,000 bushels of grain. That's why I support a lower rate on the US 41 bridge.
- Henderson and Evansville will be paying more for the I-69 bridge even if they never use I-69. Why should locals pay for a bridge they may not want to use?
- What about paying a toll on only one direction of US 41?
- Several people may be willing to pay a lower annual rate if they get to avoid the US 41 corridor. The new bridge will help alleviate some of that congestion and be used by more locals than we may anticipate.
- People who must travel the bridges for their jobs should have access to a lower rate than people from outside of the area.
- What's the possibility of getting free or reduced tolls for low-income populations?
- Why are there free bridges in Louisville? And why didn't they lose a bridge like is proposed here by removing the southbound US 41 bridge?
- Louisville has a frequent user discount for people who cross the bridge more than 40 times a month.

#### **Questions and Comments about the US 41 Bridges:**

- Did you consider the longevity of the US 41 bridges as it is now, or in the future, when some traffic is on I-69?
- What about removing heavy trucks? You can accommodate 10 times as many cars as opposed to semis if you limit truck using the bridge.
- When we built the US 41 bridges 50-60 years ago, we outpaced the growth that was forecasted.
- Why are you tearing down a bridge that's fine now? \$145 million is a drop in the bucket compared to the overall cost of building another bridge in the future.
- In the past 30-45 days, there have been seven or eight times that bridges were struck by barges along the Ohio River. What about the traffic that must be diverted when that happens and the bridges must be closed for inspection?
- We're shooting ourselves in the foot if we remove one of the Twin Bridges.
- What happens when there's an accident on the existing US 41? How would emergency responders get to them if you remove the other bridge?
- Have you heard residents say they want to keep both US 41 bridges?
- Given the need to upgrade bridges, repaving I-69 in areas throughout Indiana, how can you maintain traffic with only one bridge? When will the northbound US 41 bridge need to be replaced? Removing one puts us back at just two bridges for the region.
- Is there any chance to keep both US 41 bridges? I believe we're going to need eight lanes once the entire I-69 corridor is open from Canada to Mexico.
- It seems to me that making a bridge one lane in each direction compromises safety.

- What about farmers who use US 41 to cross the bridge? They only travel 20 mph, and they can't use the interstates. Those crossings, plus the maintenance, result in slowing US 41 traffic. We need both US 41 bridges to keep traffic flowing.
- Are there plans to redirect trucks off US 41 except for local deliveries? They have considered it in other cities?

#### **Questions and Comments about Financing:**

- How much will the federal government pay for this bridge?
- What about the Brent Spence Bridge? How will it be paid for?
- Do you have plans in the future to remove tolls once the bridge is paid for?
- Is there any info about what a nickel or dime increase on gas tax for each gallon?
- Are there any studies being conducted about the economic benefit of having several crossings open? I think that tolling all crossings will result in separation of the two communities, especially for independent contractors who cross the bridge often and live paycheck to paycheck.
- What can residents do to put another option into consideration? Like an option 1C?
- Bridgeline believes that the project can be constructed for much less than \$1.5 billion.

#### **Other Questions and Comments:**

- When I go home tonight, it will be my eighth time crossing the river today. Whatever we can do to help traffic on US 41 is needed. We need to really believe this is a better, new and modern way to improve quality of life for all of us. I wouldn't look forward to eight tolls, but I'd be willing to pay something to make everything better.
- What about the comments made by the Native American at the Henderson hearing?
- There will be a major project to widen Watson Lane in the future. That will enable you to get to US 60 easier to access I-69.
- How does US 41 intersect with I-69 once it's built?
- Did you look at indirect and cumulative effects of the project?
- What about a "green" use for the southbound US 41 bridge, like use for cyclists and pedestrians?
- Can you use Green River Road, similar to the 2004 study, as the connection for I-69 instead of moving it to the west?

# COMMUNITY CONVERSATION PREFERRED ALTERNATIVES

JANUARY 23 AND 24, 2019



Appendix C-2, October 245



# WHAT'S HAPPENING

- Draft Environmental Impact Statement (DEIS)
- Financial feasibility
- Financing and funding
- Tolling information
- Comments and feedback
- Next steps



# DEIS

## DRAFT ENVIRONMENTAL IMPACT STATEMENT



# Information in the DEIS

- Summarizes the project's study process, analysis and findings
- Identifies preferred alternatives
- Includes basis for selection of preferred alternatives
- Includes possible mitigation measures to address unavoidable impacts
- Available for review online and in several locations

Purpose  
and  
Need

Construction  
Costs

Traffic  
Modeling

Public  
Involvement

Properties  
Impacted

Funding  
Solutions

Human  
Environment

Natural  
Environment

# I-69 ORX DEIS

- Published Dec. 14, 2018
- Identifies Central Alternative 1A and Central Alternative 1B as the preferred alternatives
- Serves as a decision-making tool for leadership in both states
- Includes preliminary financial analysis



## DRAFT ENVIRONMENTAL IMPACT STATEMENT

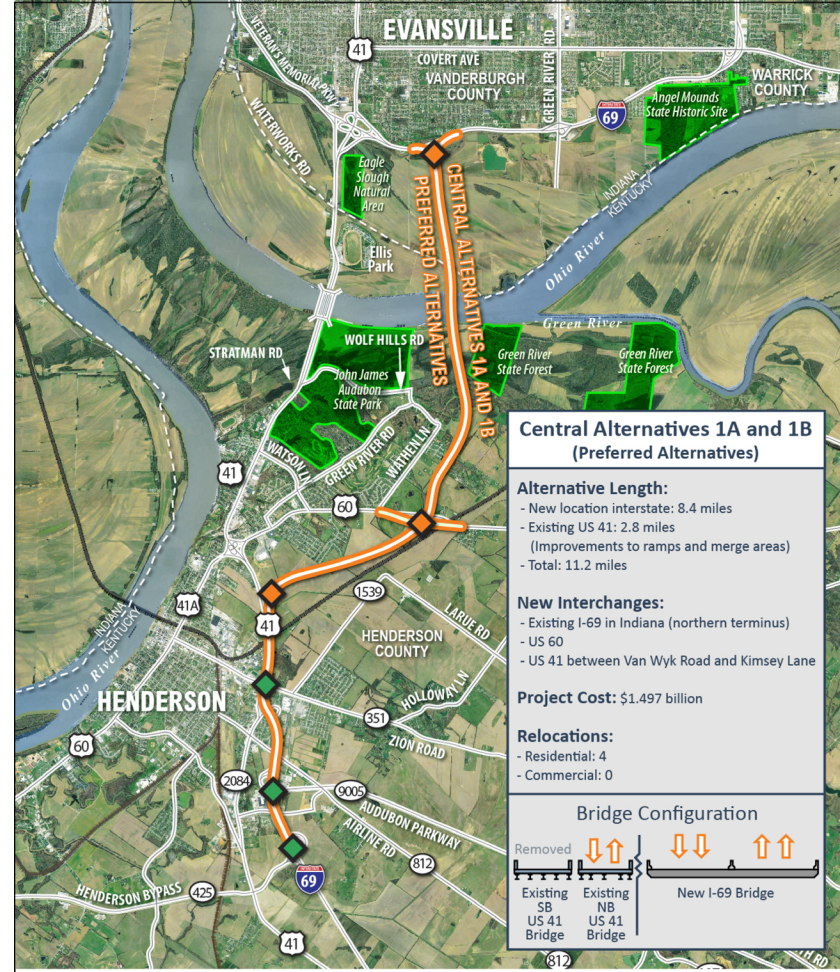
I-69 OHIO RIVER CROSSING PROJECT  
Evansville, IN and Henderson, KY





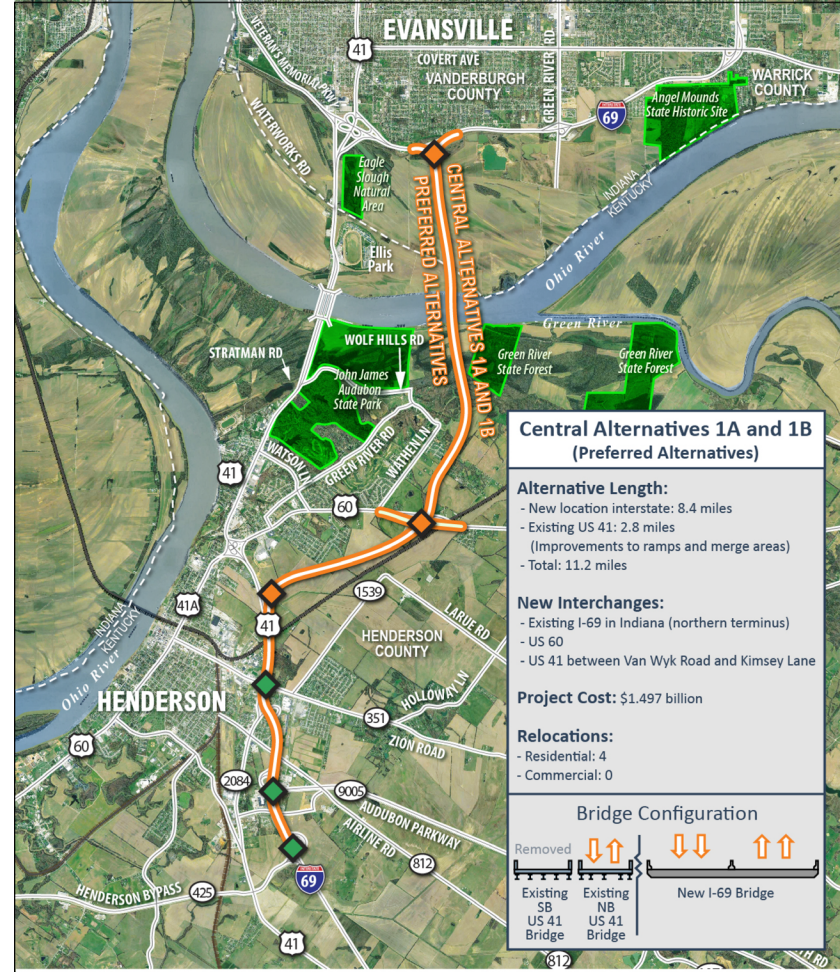
# Central 1A and 1B

- 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



# 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
- Three new interchanges
- Connection between I-69 and US 41 modified to improve access
- Could open to traffic as soon as 2025, assuming funding is identified soon after ROD





# Basis for Selection

- Fewest residential relocations (four)
- No commercial relocations
- Cross-river redundancy
- Fewest impacts to many sensitive resources
- Lowest total cost: \$1.497 billion

## 35-year Cost Estimate

Construction	\$807 M
Right of Way, Design, Maintenance, Other	\$434 M
Inflation	\$255 M
Total YOE Cost	\$1.497 B



# FINANCIAL FEASIBILITY





# Cross-River Capacity

- Traffic forecasts indicate six lanes of cross-river capacity are needed
- Providing more than six lanes will add to long-term operation and maintenance costs
- Removing an aging US 41 bridge from service = \$145 million saved
- A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed



# 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



# FINANCING AND FUNDING





# Paying for I-69 ORX

- Toll-backed financing, traditional funds and available grants needed to move to construction
- Net toll revenue will be used to cover debt service, capital costs, operations and maintenance
- Tolls won't cover all project costs
- States must fill a significant funding gap





# Funding Gap



## ***Expected Toll Revenue***

Estimated net toll revenue  
over 35 years  
*(Year of collection dollars)*

Central Alternative 1A

***\$2.6 billion =***

Central Alternative 1B

***\$1.2 billion =***

## ***Financing Capacity***

Financing capacity toward  
project development and  
construction costs

***\$500 million***  
*40% of Upfront Capital Costs*

***\$250 million***  
*20% of Upfront Capital Costs*

## ***Funding Gap***

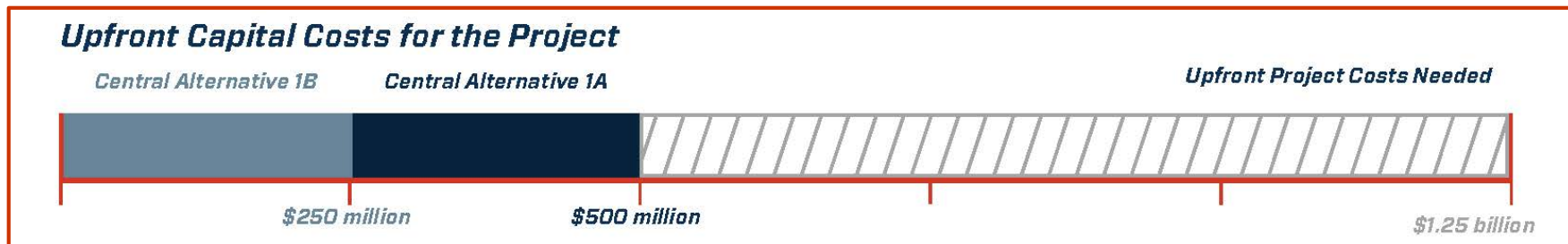
Must be filled by States'  
traditional funding  
sources or grants

***\$750 million***

***\$1 billion***

# Closing the Gap

- Traditional federal/state funding sources
- Federal grants
- Reducing project costs



# TOLLING INFORMATION








# Modern Tolling

- All-electronic tolling with no slowing and no stopping
- Drivers with prepaid accounts and transponders pay the lowest toll rates
- Cameras capture license plates and invoices sent to drivers without accounts
- Initial toll rates similar to Ohio River Bridges in Louisville used by Project Team for purpose of analysis





# Initial Louisville Toll Rates

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	<b>2-axle</b> up to 7 ½ feet in height 	\$2	\$3	\$4
	<b>2-axle</b> more than 7 ½ feet in height 			
Medium Vehicle	<b>All 3-axle</b> 	\$5	\$6	\$7
	<b>All 4-axle</b> 			
Large Vehicle	<b>5-axle</b> or more 	\$10	\$11	\$12

Example

# Potential EJ Mitigation if Both I-69 and US 41 are Tolled

- Transponder purchase via cash
- Cash loading of transponders
- Widespread availability of transponders
- Frequent-user/commuter card
- Reduced toll rate for US 41 bridge for verified low-income users

(EJ = low-income or minority populations)



# COMMENTS AND FEEDBACK



# Public Involvement

- Project offices in Evansville and Henderson
- Six open houses, two hearings and eight Community Conversations
- 126,000 pageviews by 23,000 users to [I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com)
- 500+ news articles/stories
- Facebook and Twitter
- Email updates and texts
- More than 800 emails, calls or visits to the project offices
- Surveys for businesses, residents and trucking associations





# DEIS Public Comment Period

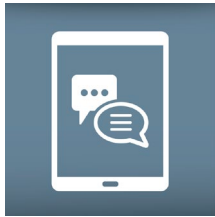
- Comment period extends through February 8
- Public hearings held earlier this month in Henderson and Evansville
- Hearings included formal comment session
- More than 60 people made formal comments at the public hearings



# Ways to Submit Feedback



**Public Hearings**  
(verbally or written)



**“Contact Us”  
form on website**  
([I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com))



**Email**  
([info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com))



**Mail**

**Evansville: 320 Eagle Crest  
Drive, Suite C**

**Henderson: 1970 Barrett Court,  
Suite 100**



**Project  
offices**



**Comments posted on Twitter and Facebook will  
not be recorded as official project comments**

# View the DEIS

- [I69OhioRiverCrossing.com/DEIS](http://I69OhioRiverCrossing.com/DEIS)
- Project offices
  - Evansville: 320 Eagle Crest Drive, Suite C; Monday, Tuesday, Thursday
  - Henderson: 1970 Barrett Court, Suite 100, Tuesday, Wednesday, Friday
  - 8 a.m. to 5 p.m. or by appointment
  - Closed holidays



# View the DEIS

## Evansville/Indiana:

- EVPL –Central Library
- EVPL – East Branch
- EVPL – McCollough Branch
- INDOT Central Office, Indianapolis
- INDOT Vincennes District Office

## Henderson/Kentucky:

- Henderson Public Library
- Henderson County Judge/Executive
- Housing Authority of Henderson
- KYTC Central Office, Frankfort
- KYTC District 2 Office, Madisonville



# WHAT'S NEXT



# Project Timeline



## LATE 2018

DEIS Published,  
Preferred Alternatives  
Identified



## 2019

Comments Considered,  
Financial Analysis and  
Decision on Central  
Alternative 1A or 1B



## LATE 2019

Final Environmental  
Impact Statement,  
Record of Decision



**OHIO RIVER  
CROSSING**

# Stay in Touch

- **Email**  
[info@I69ohiorivercrossing.com](mailto:info@I69ohiorivercrossing.com)
- **Website**  
[www.I69ohiorivercrossing.com](http://www.I69ohiorivercrossing.com)
- **Facebook**  
I-69 Ohio River Crossing
- **Twitter**  
[@I69ORX](https://twitter.com/I69ORX)





OHIO RIVER  
CROSSING

# THANK YOU



# MEMORANDUM

**To:** I-69 ORX Project Team

**From:** Public Involvement Team

**Date:** May 4, 2021

**Subject:** Summary for Singled Preferred Alternative Virtual Public Meeting

---

INDOT and KYTC selected Central Alternative 1B Modified as the single preferred alternative in early 2021. To present Central Alternative 1B Modified – including refinements to several interchanges – and gather feedback from the public and local, state and federal agencies, a virtual public meeting was held:

- Thursday, April 1, 2021, at 6 p.m. CT, via Zoom

## Promotion and Coverage

Legal notices were placed in the Evansville Courier & Press, The Gleaner (Henderson) and Owensboro Messenger-Inquirer. Non-paid event promotion and coverage appeared in several media outlets throughout March and April 2021. This generated 55 media mentions and created an estimated 8.9 million media impressions. Outlets included:

- Evansville Courier & Press
- News Break
- WFIE-TV
- WEHT-TV
- WTVW-TV
- WIBC Radio

Postcards were mailed to approximately 6,000 residents in Environmental Justice (EJ) block groups and along US 41.

The meeting was promoted on the project's Facebook and Twitter accounts, the project website (I69OhioRiverCrossing.com), the project email service, text messaging and through community partners. This includes sharing the information, news releases and handouts with the River Cities Advisory Committee and EJ Subcommittee to share with their organizations.

Fliers, exhibits and handouts were delivered to following locations for individuals without access to the online meeting:

- EVPL Central Library, 200 SE Martin Luther King, Jr. Blvd., Evansville
- Southwest Indiana Chamber, 318 Main St #401, Evansville
- Henderson County Public Library, 101 S. Main St., Henderson
- Judge Executive Brad Schneider's office, 20 N. Main St., Henderson

### **Meeting Details**

To participate in the meeting, attendees registered online via links from project communications and I69OhioRiverCrossing.com. The meeting began with a formal presentation at 6 p.m. with a question-and-answer session moderated through Zoom's chat function.

### **Attendance**

Of the 400+ individuals who signed up for the virtual public meeting, 221 viewed the presentation live. Of those, two (Henderson Judge Executive Brad Schneider and Henderson Mayor Steve Austin) were elected officials, six were media representatives and 17 were Project Team members.

The meeting video is available on the project website and YouTube and has been viewed 195 times.

### **Public Comments**

During the presentation, attendees were able to ask questions via Zoom's "Chat" function. Thirty-four questions or comments were submitted. Many were addressed by the Project Team during the virtual meeting.

All comments received during the virtual public meeting and via other methods during the comment period will be reviewed and responded to in the Final Environmental Impact Statement.

# Courier & Press

PART OF THE USA TODAY NETWORK

## Affidavit of Publication

### PROOF OF PUBLICATION OF LEGAL ADVERTISEMENT

Account Number:  
5026536621PARS

### STATE OF WISCONSIN BROWN COUNTY

PARSONS TRANSPORTATION  
9300 SHELBYVILLE ROAD, SUITE 1301

LOUISVILLE KY 40222

RE: PARSONS  
TRANSPORTATION  
AD: 0004659804-01  
Publication Cost: 1,518.10  
# of Affidavits: 1

**This is not an invoice**

I, being sworn, am an employee of the **Evansville Courier Company**, publisher of **The Evansville Courier**, a daily newspaper published in the city of Evansville, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Evansville Courier & Press

The insertion being on the	03/28/2021
The insertion being on the	03/30/2021

*D. Heyman* Signed 3.30.21 Date

*Tara Mondloch* Notary Public

Notary is Resident of Brown County, State of Wisconsin

My Commission expires: August 06, 2021

TARA MONDLOCH  
Notary Public  
State of Wisconsin

To: Evansville Courier & Press

(Governmental Unit)

County, Indiana

**Evansville, IN****PUBLISHER'S CLAIM**

80 lines, 1 columns wide equals 80 equivalent lines at \$9.41 per line @ 2 days, \$1,505.60

Website Publication \$0

Charge for proof(s) of publication \$0.00

Acct #: 5026536621PARS

Ad #: 0004659804

## DATA FOR COMPUTING COST

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Number of insertions 2

Size of type 7 point

## TOTAL AMOUNT OF CLAIM

\$1,518.10

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_

IN FAVOR OF

**Evansville Courier & Press**

Evansville, IN

Vanderburgh County, IN

PO Box 268, Evansville IN 47702

\$ \_\_\_\_\_

On Account of Appropriation For

FED. ID

#06-1032273

Allowed \_\_\_\_\_, 20\_\_\_\_

In the sum of \$ \_\_\_\_\_

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)  
(incorrect)

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.



NOTICE OF VIRTUAL  
PUBLIC MEETING

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) hosting virtual public meeting to discuss the preferred alternative for the I-69 Ohio River Crossing project.

The I-69 ORX Project Team will host a virtual public meeting to inform and solicit feedback from residents and motorists about the preferred alternative for the I-69 Ohio River Crossing on Thursday, April 1, from 6 to 7 p.m. CT.

DETAILS

The public meeting is 6 p.m. to 7 p.m. CT on Thursday, April 1. People who want to attend the virtual meeting can register in advance at <http://bit.ly/I-69ORXPublicMeeting>. They will receive a confirmation email and meeting link. Attendees can call (888) 475-4499 and use Meeting ID # 976 5885 9943 to join by phone. Call-in attendees do not need to register in advance.

Copies of meeting materials – as well as a list of where printed materials are available – will be online by Wednesday, March 31, at [www.I69ohiorivercrossing.com/virtual-public-meeting](http://www.I69ohiorivercrossing.com/virtual-public-meeting). Individuals may request that meeting materials be mailed to them by emailing [info@i69ohiorivercrossing.com](mailto:info@i69ohiorivercrossing.com) or calling (888) 515-9756.

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at (888) 515-9756 in advance to coordinate services such as participation during the meeting, language, visual and audio interpretation services.

CENTRAL ALTERNATIVE 1B MODIFIED

Central Alternative 1B Modified has been identified as the single preferred alternative. It includes a four-lane I-69 bridge and retains one US 41 bridge for local traffic. Only the I-69 bridge will be tolled. It includes 11.2 miles of new interstate, including 8.4 miles on new terrain and 2.8 miles of upgrades to US 41.

The alignment is unchanged from the Draft Environmental Impact Statement (DEIS) published in December 2018. The preferred alternative is “modified” because additional design work has resulted in modifications to each of the interchanges to improve operations and reduce project costs.

PUBLIC COMMENTS

The public may submit written comments on the preferred alternative by April 16, 2021, via the comment form at <https://i69OhioRiverCrossing.com/contact>, via email to [info@i69OhioRiverCrossing.com](mailto:info@i69OhioRiverCrossing.com) or by mail to the ORX project office at 1970 Barrett Court, Suite 100, Henderson, KY 42420. Mailed comments postmarked by April 16 will be accepted. Due to the COVID-19 pandemic, the project office is not currently open to the public.

(Courier & Press, March 28, 30, 2021, 4659804) hspaxlp

# Courier & Press

PART OF THE USA TODAY NETWORK

## Affidavit of Publication

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LOUISVILLE KY 40222

STATE OF WISCONSIN  
BROWN COUNTY


RE: PARSONS  
TRANSPORTATION  
AD: 0004659804-01  
Publication Cost: 1,518.10  
# of Affidavits: 1

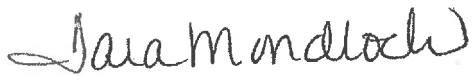
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I, being sworn, am an employee of the **Evansville Courier Company**, publisher of **The Evansville Courier**, a daily newspaper published in the city of Evansville, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Evansville Courier & Press

The insertion being on the 03/28/2021  
The insertion being on the 03/30/2021

 Signed \_\_\_\_\_  
Date 3.30.21

 \_\_\_\_\_  
Notary Public

Notary is Resident of Brown County, State of Wisconsin

My Commission expires: August 06, 2021

TARA MONDLOCH  
Notary Public  
State of Wisconsin

To: **Evansville Courier & Press**

(Governmental Unit)

County, Indiana

**Evansville, IN****PUBLISHER'S CLAIM**

80 lines, 1 columns wide equals 80 equivalent lines at \$9.41 per line @ 2 days, \$1,505.60

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Ad #: 0004659804

## DATA FOR COMPUTING COST

Width of single column 9.5 ems

Number of insertions 2

Size of type 7 point

## TOTAL AMOUNT OF CLAIM

\$1,518.10

Pursuant to the provisions and penalties of IC 5-11-10-1, I here by certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_

IN FAVOR OF

**Evansville Courier & Press**

Evansville, IN

Vanderburgh County, IN

PO Box 268, Evansville IN 47702

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)  
(incorrect)\$ \_\_\_\_\_  
On Account of Appropriation For

FED. ID

#06-1032273

Allowed \_\_\_\_\_, 20\_\_\_\_

In the sum of \$ \_\_\_\_\_

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

NOTICE OF VIRTUAL  
PUBLIC MEETING

Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) hosting virtual public meeting to discuss the preferred alternative for the I-69 Ohio River Crossing project.

The I-69 ORX Project Team will host a virtual public meeting to inform and solicit feedback from residents and motorists about the preferred alternative for the I-69 Ohio River Crossing on Thursday, April 1, from 6 to 7 p.m. CT.

DETAILS

The public meeting is 6 p.m. to 7 p.m. CT on Thursday, April 1. People who want to attend the virtual meeting can register in advance at <http://bit.ly/I-69ORXPublicMeeting>. They will receive a confirmation email and meeting link. Attendees can call (888) 475-4499 and use Meeting ID # 976 5885 9943 to join by phone. Call-in attendees do not need to register in advance.

Copies of meeting materials – as well as a list of where printed materials are available – will be online by Wednesday, March 31, at [www.I69ohiorivercrossing.com/virtual-public-meeting](http://www.I69ohiorivercrossing.com/virtual-public-meeting). Individuals may request that meeting materials be mailed to them by emailing [info@i69ohiorivercrossing.com](mailto:info@i69ohiorivercrossing.com) or calling (888) 515-9756.

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact the I-69 ORX project team at (888) 515-9756 in advance to coordinate services such as participation during the meeting, language, visual and audio interpretation services.

CENTRAL ALTERNATIVE 1B MODIFIED

Central Alternative 1B Modified has been identified as the single preferred alternative. It includes a four-lane I-69 bridge and retains one US 41 bridge for local traffic. Only the I-69 bridge will be tolled. It includes 11.2 miles of new interstate, including 8.4 miles on new terrain and 2.8 miles of upgrades to US 41.

The alignment is unchanged from the Draft Environmental Impact Statement (DEIS) published in December 2018. The preferred alternative is “modified” because additional design work has resulted in modifications to each of the interchanges to improve operations and reduce project costs.

PUBLIC COMMENTS

The public may submit written comments on the preferred alternative by April 16, 2021, via the comment form at <https://i69ohiorivercrossing.com/contact>, via email to [info@i69ohiorivercrossing.com](mailto:info@i69ohiorivercrossing.com) or by mail to the ORX project office at 1970 Barrett Court, Suite 100, Henderson, KY 42420. Mailed comments postmarked by April 16 will be accepted. Due to the COVID-19 pandemic, the project office is not currently open to the public.

(Courier & Press, March 28, 30, 2021, 4659804) hspaxlp



# The Gleaner

PART OF THE USA TODAY NETWORK

## Affidavit of Publication

### PROOF OF PUBLICATION OF LEGAL ADVERTISEMENT

Account Number:  
5026536621PARS

**STATE OF WISCONSIN  
BROWN COUNTY**

RE: PARSONS TRANSPORTATION  
PARSONS TRANSPORTATION  
AD: 0004659817

PO:

Publication Cost: \$196.58

# of Affidavits 1

**This is not an invoice**

#### PARSONS TRANSPORTATION

9300 SHELBYVILLE ROAD, SUITE 1301

LOUISVILLE, KY 40222

I, being sworn, am an employee of the Evansville Courier Press, publisher of **THE GLEANER**, a newspaper published and having general circulation in the city of Henderson, Kentucky, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

**EC-Gleaner March 28, 2021 - Sunday**

**EC-Gleaner March 30, 2021 - Tuesday**

*D. Heyman*      3.30.21  
Signed                                      Date

*Tara Mondloch*

Notary Public

Notary is Resident of **Brown County, State of Wisconsin**

My Commission expires: August 06, 2021

TARA MONDLOCH  
Notary Public  
State of Wisconsin

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The alignment is unchanged from the Draft Environmental Impact Statement (DEIS) published in December 2018. The preferred alternative is "modified" because additional design work has resulted in modifications to each of the interchanges to improve operations and reduce project costs.

PUBLIC COMMENT

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**OHIO RIVER  
CROSSING**

# **VIRTUAL PUBLIC MEETING**

**THURSDAY, APRIL 1, 2021: 6 PM - 7 PM CT**



**Join online or by phone.**



**Join us for a project  
update and **share**  
**your feedback.****

Register in advance at  
**[I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com)**  
or simply scan this QR code.



**Save this card and join by phone: **888-475-4499**, Meeting ID # **976 5885 9943****

**A comment period runs through April 16, 2021.**



**info@I69OhioRiverCrossing.com**



**888-515-9756**



**I-69 Ohio River Crossing  
1970 Barrett Ct., Suite 100  
Henderson, KY 42420**

*Call to request project materials be mailed to you.*



**I69OhioRiverCrossing.com**



**I-69 Ohio River Crossing**



**I69ORX**



**OHIO RIVER  
CROSSING**



# I-69 OHIO RIVER CROSSING

*Preferred Alternative: Central Alternative 1B Modified*

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Dan Prevost, I-69 ORX Environmental Lead

Mindy Peterson, I-69 ORX Public Involvement





# Project Update

- Overview
- Single Preferred Alternative
- ORX Sections 1 and 2
- Interchange Refinements
- Next Steps
- Comment Period



# OVERVIEW



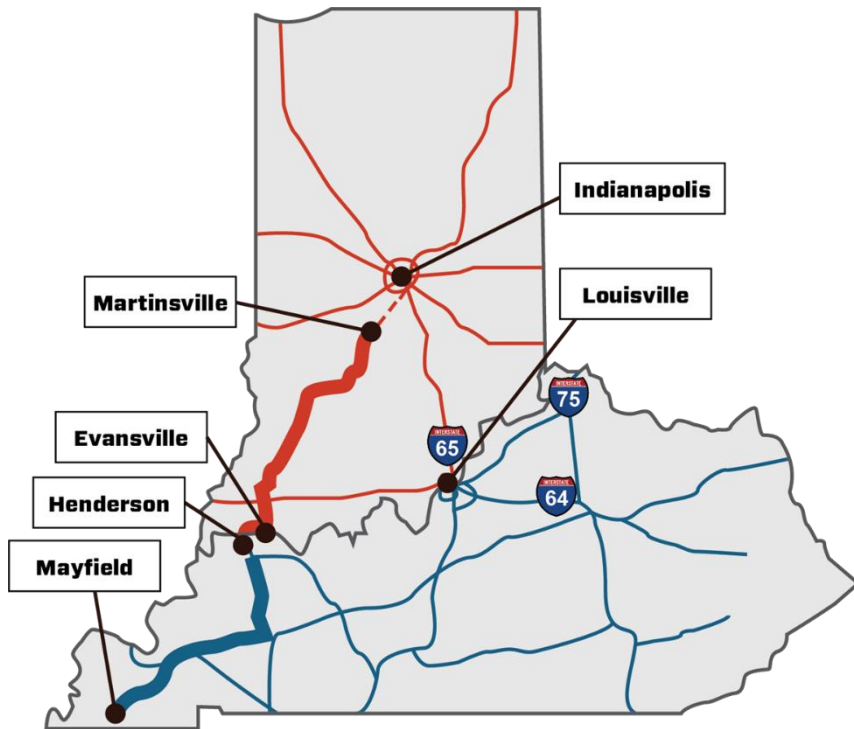
# I-69: A New Interstate Connection

- When complete, I-69 will serve as a new north-south interstate connection from Canada to Mexico
- IN: Work is underway on the final section of I-69 from Evansville to Indianapolis
- KY: Upgraded 100+ miles of parkway with 126 miles of I-69 in place





# I-69: KY and IN Progress



## KENTUCKY INVESTMENT

100+ miles of parkway  
upgraded with 126 miles of  
I-69 in place

*Mayfield to Henderson*



## INDIANA INVESTMENT

Miles complete: 116

*Evansville to Martinsville*

Miles under construction: 26

*Martinsville to Indy*

# Purpose and Need

- **Complete the I-69 connection** between Indiana and Kentucky
- **Develop a solution** to address long-term cross-river mobility
- **Provide a cross-river connection** to reduce congestion and delay
- **Improve safety** for cross-river traffic

## PURPOSE OF THE CROSSING



**Improve Safety**



**Reduce Congestion**



**Improve Mobility**

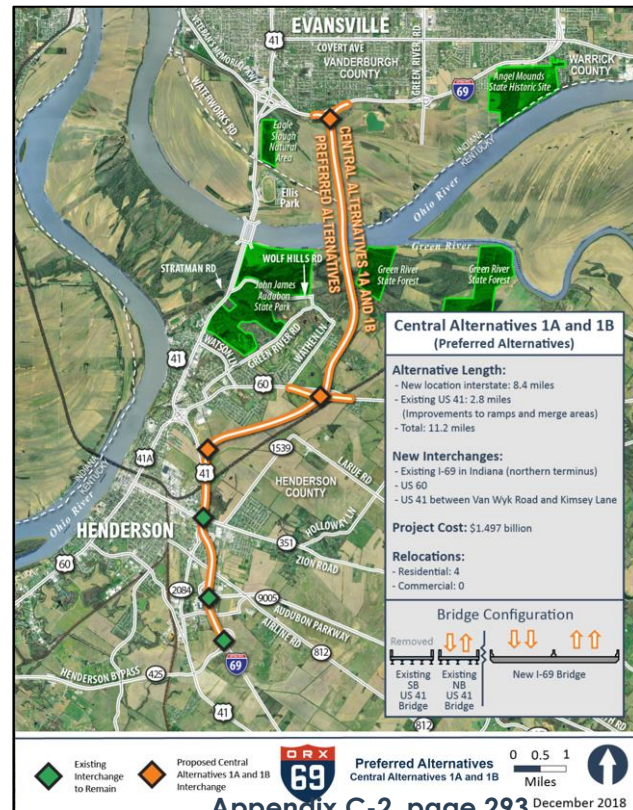
# What's Been Happening

- All comments have been considered
- Additional analysis and value engineering
- Identifying a single preferred alternative
- IN and KY identifying a financial path forward



# Where We Were

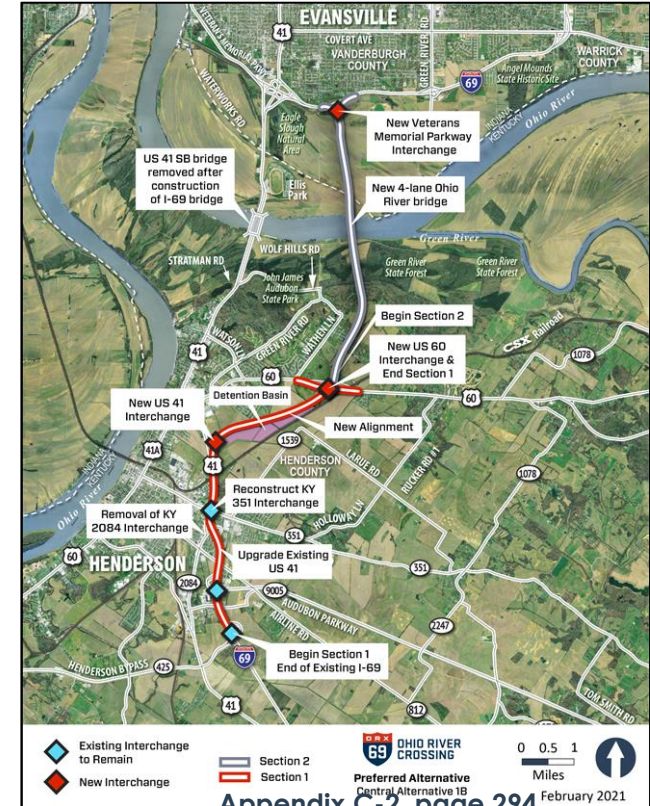
- Two preferred alternatives identified in the DEIS (December 2018)
- Tolling options were the only difference
- Central Alternative 1A
  - Toll both the I-69 bridge and US 41 bridge
- Central Alternative 1B
  - Toll only the I-69 bridge





# Where We Are

- Central Alternative 1B Modified
  - Build 4-lane I-69 bridge and retain US 41 NB bridge for two-way traffic
  - Toll only the I-69 bridge
  - Alignment of I-69 is unchanged from the DEIS

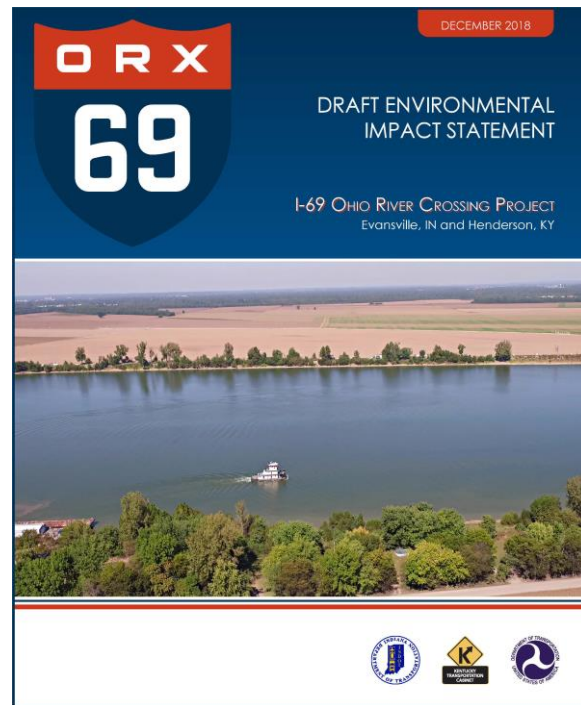


# **SINGLE PREFERRED ALTERNATIVE**



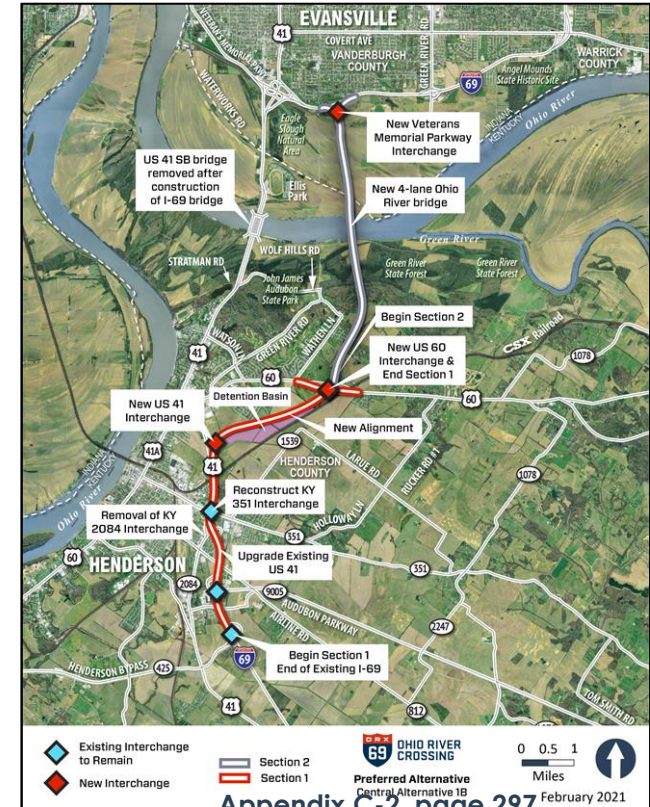
# Comments on DEIS

- Most people:
  - Agreed with Selection of Central Alternative 1 corridor over West Alternative corridors
  - Supported keeping US 41 crossing toll free
- Many people:
  - Supported keeping both US 41 bridges operational and toll free
  - Supported limitations on trucks on US 41
  - Suggested a discounted or toll-free option for local drivers



# Single Preferred Alternative

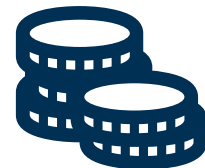
- 11.2 miles of new interstate
  - 8.4 miles on new terrain
  - 2.8 miles of upgrades to US 41
- “Modified” because of changes to interchanges
- Additional design work has resulted in modifications to each of the interchanges
  - Improved operations
  - Reduced project costs





# Basis for Selection

- Provides cross-river capacity for future traffic demands in a fiscally responsible manner
- Reduces economic impacts to traffic-dependent businesses along US 41 strip
- Local drivers retain free crossing option with remaining US 41 bridge



# I-69 ORX SECTIONS 1 AND 2

*ORX is divided into two sections for construction*



# I-69 ORX Section 1

- **Section 1** focuses on improvements in Henderson and extends from KY 425 to US 60
- KYTC is overseeing the project
- Estimated cost: \$237 million (Year of Expenditure)



# I-69 ORX Section 2

- **Section 2** is a bistate project between Kentucky and Indiana
- The new 4-lane Ohio River bridge will connect I-69 in Henderson and Evansville
- Estimated cost: \$975 million (Year of Expenditure)







# Project Timeline

ORX Section 1	
2020	Design
2021	Right of Way and Utilities Coordination
2022 – 2025	Construction

ORX Section 2	
2025	Design
2026	Right of Way and Utilities Coordination
2027 – 2031	Construction

# INTERCHANGE REFINEMENTS



# KY 351 Interchange

- New roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection
- Improves safety and reliability of interchange
- Direct ramps to KY 2084 closed to improve safety
- Gateway opportunities for Henderson







# US 41 Interchange (Section 1)



- Merrill Way Trail extended
- Direct, free-flow access to US 41 commercial corridor maintained
- Realign Kimsey Lane

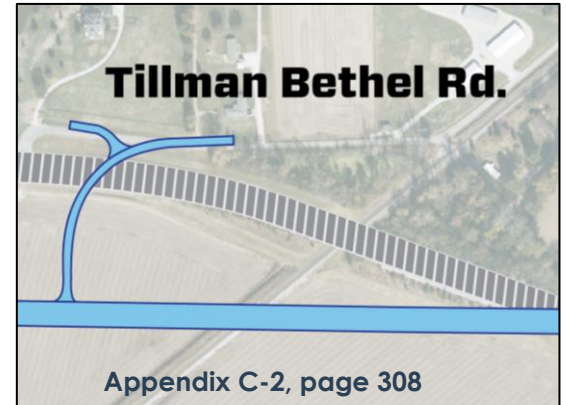
# US 41 Interchange (Section 2)



- Interchange modified with completion of Ohio River bridge
- Supports local development goals

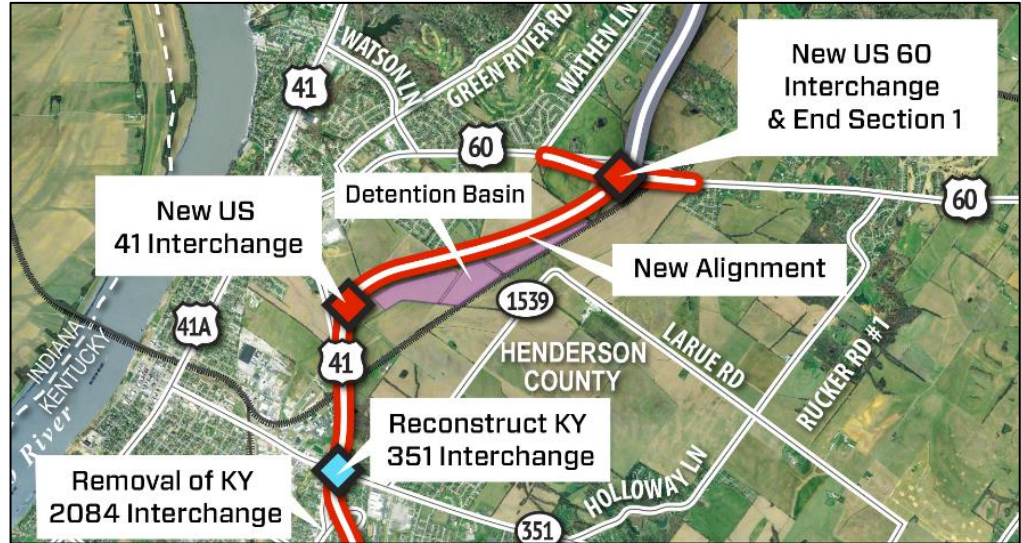
# US 60 Interchange

- Continues to provide access to eastern part of Henderson County
- Extends 5-lane urban roadway through interchange
- Improves access to NE quadrant of interchange and Tillman Bethel Road



# Detention Basin

- Large stormwater detention basin
- Addresses project stormwater needs and existing downstream flooding concerns
- Provides fill material for construction





# Veterans Memorial Parkway Interchange

- More direct connection for traffic from downtown Evansville
- Reduced impacts to floodplain



# NEXT STEPS



# Next Steps

- Final Environmental Impact Statement (FEIS) published identifying the preferred alternative
- Record of Decision (ROD) is Federal Highway approval of the selected alternative



# Look Ahead

- FEIS and ROD expected in fall 2021
- Initial financial plan and project management plan to be developed
- Construction of Section 1 to begin in 2022
- States will seek opportunities to accelerate Section 2 timeline



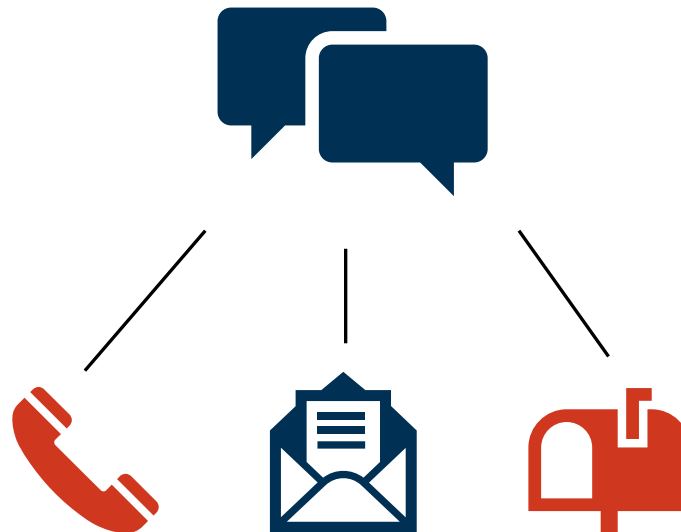


# COMMENT PERIOD



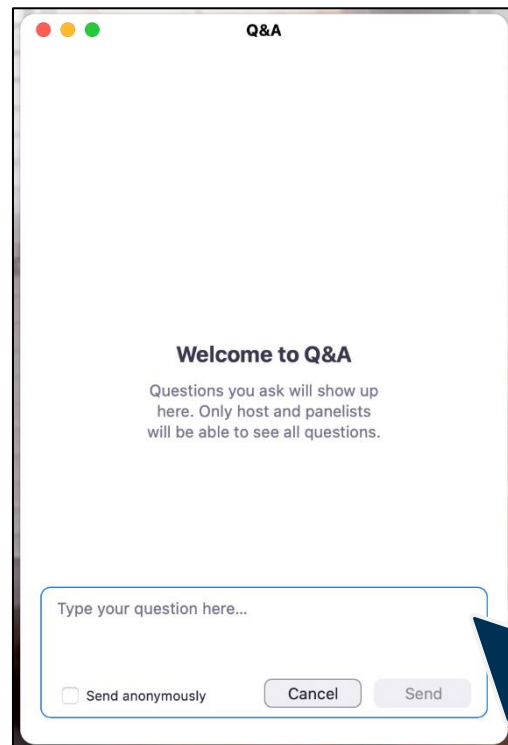
# Comment Period

- Comments are being accepted on the preferred alternative, Central Alternative 1B Modified
- 15-day comment period runs through **April 16, 2021**
- Comments can be received by phone, by email and by mail
- Comments received during this meeting are part of the record



# Comments During this Meeting

- Comments and contact information are recorded for those joining online
- All comments and questions will be recorded as part of the comment period
- All comments and questions will be part of the official record and included in the FEIS
- People calling in can share their feedback throughout the comment period

A screenshot of a web browser window titled "Q&A". The window has a white background and a thin grey border. At the top, there are three colored window control buttons (red, yellow, green). The main content area is mostly empty, with the text "Welcome to Q&A" centered. Below this, a smaller line of text reads: "Questions you ask will show up here. Only host and panelists will be able to see all questions." At the bottom of the window, there is a text input field with the placeholder text "Type your question here...". Below the input field, there is a checkbox labeled "Send anonymously" and two buttons: "Cancel" and "Send". A large blue arrow points from the bottom right corner of the window towards the "Send" button.



# Share Your Feedback



**Call 888-515-9756**



**Email comments to:**

**[info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)**



**Mail comments to:**

**1970 Barrett Court, Suite 100  
Henderson, KY 42420**





# Follow Our Progress



**[I69OhioRiverCrossing.com](http://I69OhioRiverCrossing.com)**



**[I69ORX](https://twitter.com/I69ORX)**



**[I-69 Ohio River Crossing](https://www.facebook.com/I69OhioRiverCrossing)**



# OHIO RIVER CROSSING





# OHIO RIVER CROSSING

Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River crossing between Evansville and Henderson.

## A Project Update: Single Preferred Alternative - Central Alternative 1B Modified



### I-69: A New Interstate Connection

- When complete, I-69 will serve as a new north-south interstate from Canada to Mexico
- IN: Work is underway on the final section of I-69 from Martinsville to Indianapolis
- KY: Upgraded 100+ miles of parkway with 126 miles of I-69 in place

### Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic

### What's Been Happening

- All comments have been considered
- Additional analysis and value engineering
- Identifying a single preferred alternative
- IN and KY identifying a financial path forward

### Single Preferred Alternative: Central Alternative 1B Modified

Like Central Alternatives 1A and 1B, which were identified in the Draft Environmental Impact Statement (DEIS) as the preferred alternatives, **Central Alternative 1B Modified** includes a four-lane I-69 bridge and retains one US 41 bridge for local traffic. Only the I-69 bridge will be tolled.

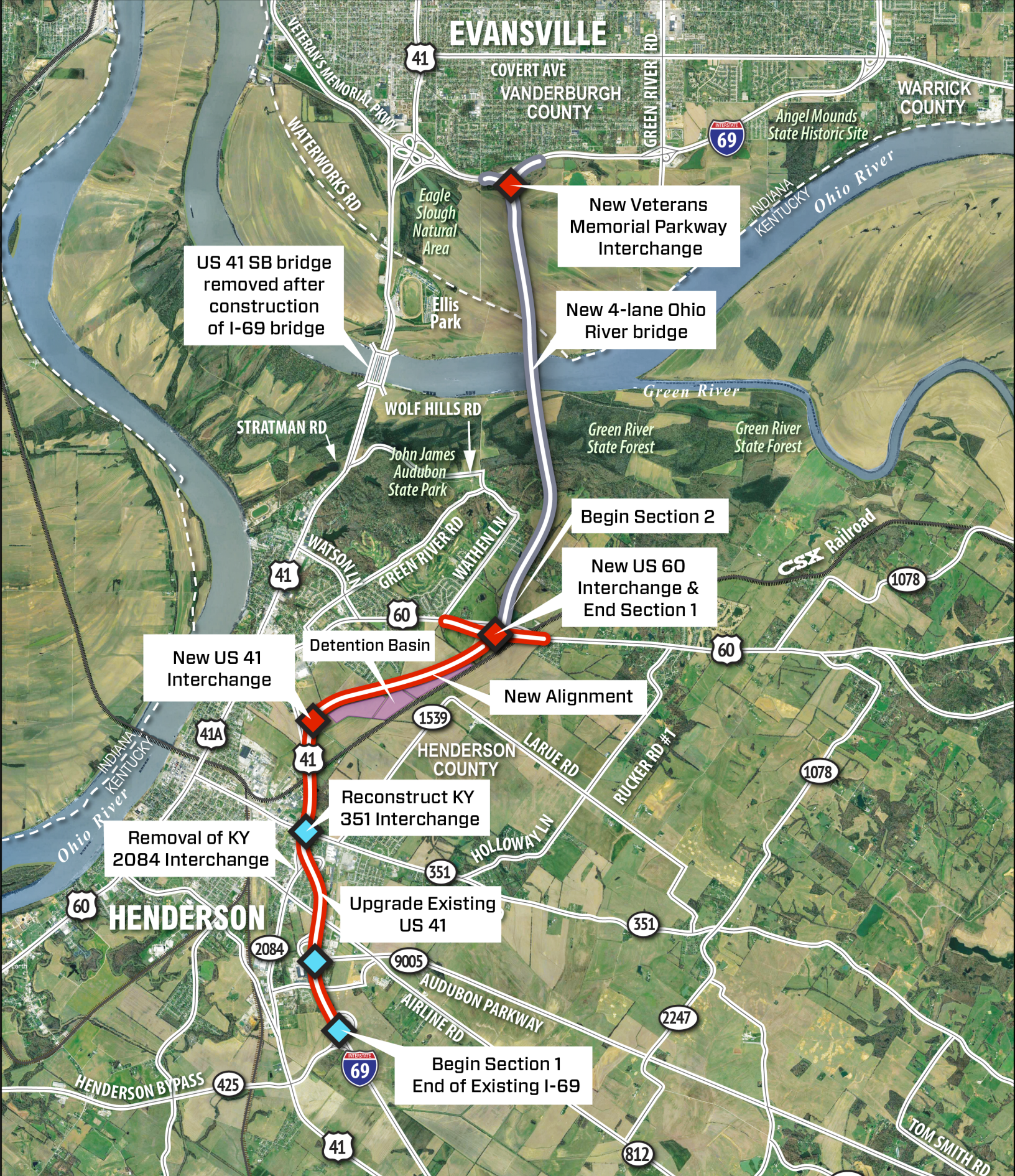
It includes 11.2 miles of new interstate, including 8.4 miles on new terrain and 2.8 miles of upgrades to US 41. The alignment of I-69 is unchanged from the DEIS. It's "Modified" because additional design work has resulted in modifications to each of the interchanges to improve operations and reduce project costs.



### Basis for Selection

Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:

- It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.
- It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users who regularly cross the Ohio River by keeping the US 41 bridge toll free.
- Additional information on this decision is available on the project website: [I69OhioRiverCrossing.com/project-documents](http://I69OhioRiverCrossing.com/project-documents).



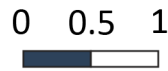


-  Existing Interchange to Remain
-  New Interchange

-  Section 2
-  Section 1



Single Preferred Alternative  
Central Alternative 1B Modified



February 2021



# Refinements to the Preferred Alternative



## KY 351 Interchange

- New roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection
- Improves safety and reliability of interchange
- Direct ramps to KY 2084 closed to improve safety
- Gateway opportunities for Henderson

## US 41 Interchange

I-69 ORX will be constructed in two sections. See the back of this handout for additional details.



- Realign Kimsey Lane
- Direct, free-flow access to US 41 commercial corridor maintained
- Merrill Way Trail extended



- Interchange modified with completion of Ohio River bridge and connection to I-69 in Indiana
- Supports local development goals

## US 60 Interchange

- Improves access to NE quadrant of interchange and Tillman Bethel Road
- Extends 5-lane urban roadway through interchange

## Stormwater Detention Basin

- Addresses project stormwater needs and existing downstream flooding concerns
- Provides fill material for construction

## Veterans Memorial Parkway Interchange

- More direct connection for traffic from downtown Evansville

# What to Expect

## Comment Period

Your feedback is requested on the identification of Central Alternative 1B Modified as the single preferred alternative. Comments will be accepted until **April 16, 2021** and can be received by phone, by email and by mail.



**info@I69OhioRiverCrossing.com**



**888-515-9756**



**I-69 Ohio River Crossing, 1970 Barrett Ct, Suite 100, Henderson, KY 42420**



## FEIS/ROD

The combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) are expected this fall. The Project Team will publish the FEIS identifying the selected alternative and receive a ROD from the Federal Highway Administration (FHWA). The ROD signifies final approval of the selected alternative.

## ORX Sections 1 and 2

I-69 ORX is divided into two sections for construction. The project study area remains the same. I-69 ORX Section 1 focuses on improvements in Henderson and extends from KY 425 to US 60. The Kentucky Transportation Cabinet is overseeing the project.

I-69 ORX Section 2 is a bistate project between Indiana and Kentucky that will complete the I-69 connection from US 60 in Henderson to I-69 in Evansville. It includes the new 4-lane river crossing.

ORX Section 1		ORX Section 2	
<b>2020</b>	Design	<b>2025</b>	Design
<b>2021</b>	Right of Way and Utilities Coordination	<b>2026</b>	Right of Way and Utilities Coordination
<b>2022-2025</b>	Construction	<b>2027-2031</b>	Construction
<b>Estimated Cost: \$237 million (Year of Expenditure)</b>		<b>Estimated Cost: \$975 million (Year of Expenditure)</b>	

## NEXT STEPS

- FEIS and ROD expected in fall 2021
- Initial financial plan and project management plan developed
- Construction of Section 1 to begin in 2022
- States will seek opportunities to accelerate Section 2 timeline



**OHIO RIVER  
CROSSING**



**I69OhioRiverCrossing.com**



**I69ORX**



**I-69 Ohio River Crossing**

Appendix C-2, page 323



## Preferred Alternative Updates for Public Comment

March 30, 2021

Since publication of the I-69 Ohio River Crossing (ORX) Draft Environmental Impact Statement (DEIS) in December 2018 and the January 2019 public hearings that followed, the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) have been reviewing comments received on the DEIS and further evaluating the project's design. The purpose of this document is to provide:

- An update to project stakeholders regarding how the project team has addressed comments received on the two preferred alternatives presented in the DEIS,
- The states' basis for the recommendation of a Single Preferred Alternative,
- The states' plan to construct the project in two phases, and
- A summary of modifications made to the design of the Single Preferred Alternative in response to comments and further engineering analyses.

The project team requests comments from project stakeholders on each of the above elements. Based on comments provided on the Single Preferred Alternative, the project team proposes to publish a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) that selects an alternative for final design and construction. By combining the FEIS and ROD, there will be no future opportunities for public comment beyond that proposed in this memo. Section 304a(b) of Title 49 U.S.C. and 23 U.S.C. 139(n)(2) provides that the lead agency (FHWA, in the case of this project) shall, to the maximum extent practicable, combine the FEIS and ROD unless (1) the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or (2) there is a significant new circumstance or information relevant to environmental concerns that bears on the proposed action or the impacts of the proposed action. INDOT and KYTC will combine the FEIS and ROD unless they propose new substantial changes to the project or become aware of a significant new circumstance or information relevant to environmental concerns.

### Two Preferred Alternatives

The DEIS evaluated a range of alternatives and identified two Preferred Alternatives:

- Central Alternative 1A
- Central Alternative 1B

Both alternatives would include upgrades to approximately 2.8 miles of existing US 41 and construction of 8.4 miles of new highway, including a new bridge over the Ohio River, to connect I-69 in Evansville, Indiana to I-69 in Henderson, Kentucky. Both alternatives would include new interchanges at existing I-69 in Indiana, and US 60 and US 41 in Kentucky and would remove the

existing US 41 southbound bridge, converting the existing northbound bridge to two-way traffic. The only difference between the two Preferred Alternatives would be in the application of tolls: Central Alternative 1A would toll both the new I-69 bridge and the remaining US 41 bridge; Central Alternative 1B would toll only the new I-69 bridge.

The DEIS included two additional build alternatives: West Alternative 1 and West Alternative 2. Both of these alternatives would generally follow the existing US 41 corridor and include a new bridge over the Ohio River. These alternatives were not identified as preferred alternatives because they would result in higher residential and business relocations and higher impacts to wetlands, streams, forested habitat, and floodways.

### Public Comments Received on the Preferred Alternatives

Following publication of the DEIS, INDOT and KYTC provided a 45-day public comment period, which included public hearings held on January 7 and 8, 2019 in Henderson and Evansville, respectively. In addition to the public hearing testimony, comments were accepted via mail, email, and phone. In total, the project team received over 500 comments on the DEIS. The majority of comments received concerned the selection of the two Preferred Alternatives. The most common comments regarding the two Preferred Alternatives were:

- Most supported the Central Alternative 1A/1B corridor over West Alternative 1 or West Alternative 2.
- Most supported keeping the US 41 crossing non-tolled, as in Central Alternative 1B. Their concerns were primarily focused on the potential economic impact on businesses in the US 41 commercial strip in Henderson, local drivers who regularly cross the Ohio River, and on low-income drivers (i.e., environmental justice populations).
- Many supported keeping both existing US 41 bridges operational (neither of the two preferred alternatives retained both existing US 41 Ohio River bridges) and non-tolled.
- A number of people recommended prohibiting heavy trucks, or discouraging them through the use of higher tolls on the US 41 Ohio River bridge, to reduce long-term maintenance costs.
- Many suggested providing a discounted or toll-free option for local drivers.

All comments received since publication of the DEIS will be included and summarized, along with responses regarding their disposition, in the FEIS.

### Recommendation for a Single Preferred Alternative

INDOT and KYTC have reviewed all the comments received on the alternatives. Both the comments and the reasons noted in the DEIS support the states' preference of the Central Alternative 1 corridor over the West Alternative corridors. That decision remains unchanged.

INDOT and KYTC are sensitive to the potential impacts associated with introducing tolls to the Evansville-Henderson region. Many comments addressed the potential impacts of tolling the US



41 crossing on businesses located in the US 41 corridor and on local users, especially low-income drivers, who must cross the river to reach work, school, and/or other essential services.

With regards to the removal of one of the existing US 41 Ohio River bridges, INDOT and KYTC have a responsibility to meet future traffic demands in a fiscally responsible manner. Since publication of the DEIS, INDOT and KYTC have continued to evaluate the need for cross-river mobility, the associated long-term maintenance costs, and the states' funding options over the next decade. Travel demand modeling indicates that, even by 2045 and with the completion of I-69 throughout Kentucky and Indiana, six lanes of cross-river capacity would provide an acceptable level of service. As a result, the long-term cost of maintaining both aging US 41 bridges in order to provide excess capacity is not justified. The states will continue to monitor both travel demand and funding opportunities as the project moves toward construction.

Based on DEIS comments and subsequent engineering analyses, the states made several design modifications to Central Alternative 1B in order to further reduce costs and improve traffic performance and access. These modifications, and their impacts, are described in the "Design Modifications" section below. The modified alternative has been named Central Alternative 1B Modified and was subsequently recommended by the states as the Single Preferred Alternative for the following reasons:

- It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.
- It reduces economic impacts to businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.
- The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate high and adverse impacts to environmental justice populations.

### Phased Construction

In 2020, the Kentucky legislature adopted *Kentucky's FY 2020 – FY 2026 Highway Plan* that included funding for the first section of the I-69 ORX project. Section 1, which will be constructed first, includes all project work from KY 425 to US 60, including the upgrades to existing US 41 and the first 2.9 miles of new terrain highway. Section 2 of the project will include the remainder of the project from US 60, across the Ohio River, and connecting to I-69 in Indiana. Upon completion of Section 1, drivers will be able to utilize future I-69 as far north as US 60, but cross-river traffic will still utilize US 41 to cross the river.

### Design Modifications

In March 2019, the project team held a value engineering (VE) workshop to independently review the project's conceptual design and identify opportunities to potentially reduce cost, improve the quality and value of the design, and/or shorten the schedule, while still meeting the project's purpose and need. Based on the recommendations in the VE Study Report and agency and public comments received on the DEIS, the project team made several design modifications to Central Alternative 1B. These modifications would have been made to either Central Alternative 1A or

1B, regardless of which had been identified as the Single Preferred Alternative. Changes in impacts associated with these modifications are still being calculated and will be reported in full in the FEIS/ROD. A preliminary qualitative assessment of impacts is provided below.

- Interchange with existing I-69 in Indiana: The revised design for this interchange, shown in the figure to the right, eliminates the loop ramp that was previously included to provide access for eastbound traffic from Veterans Memorial Parkway heading north on I-69. The revised design includes a signalized intersection of two ramps: (1) eastbound Veterans Memorial Parkway to northbound I-69 and (2) northbound I-69 to westbound Veterans Memorial Parkway. These changes provide a more direct route and reduce impacts to wetlands and the Ohio River floodplain. Evaluation of this interchange, and other viable alternatives, is ongoing, and the final layout will require approval of an Interchange Access Document by the Federal Highway Administration.
- I-69 bridge: In order to reduce bridge costs, the width of the I-69 bridge shoulders were reduced from 12 feet to 10 feet on the outside and from 8 feet to 4 feet on the inside. Future traffic projections determined that the option to expand the bridge from four to six lanes via restriping the lanes was not needed. This modification will reduce the size of the bridge's substructure, reducing impacts in the Ohio River and adjacent floodplain and wetlands.
- Bowling Lane extension: In order to eliminate the long-term maintenance costs that would be associated with the local access bridge over I-69 located north of the US 60 interchange shown in the DEIS, the bridge was replaced with an extension of Bowling Lane (see figure to right), to provide a driveway access east of and parallel to I-69 to the



gas transmission pipeline and the remainder of a private property. This modification will result in a small increase in the amount of farmland impacts.

- US 60 Interchange: As shown in the figure below, the modified design at this interchange improves the connection of Tillman-Bethel Road to the relocated US 60. To the west of I-69, the US 60 alignment was modified to avoid impacts to a cemetery.



- Stormwater Detention Basins: Central Alternative 1B Modified includes the construction of an approximately 175-acre detention basin adjacent to and south of I-69 between the US 41 and US 60 interchanges. This basin was added for three reasons: (1) it mitigates the impacts of constructing I-69 across the floodplain and provides for the project's stormwater management requirements, (2) it provides most of the fill material for construction of Section 1 of the project, and (3) it reduces the potential for downstream flooding in Henderson. Because the existing use of this area is agricultural, this modification will increase impacts to farmland by approximately 175 acres.
- US 41 Interchange: A revised design for the I-69/US 41 interchange eliminates the long flyover bridges that were shown in the DEIS, substantially reducing the cost of the interchange and providing a flexible design that better supports the community's vision for future growth.

The modified design US 41 interchange will be phased to ensure efficient cross-river travel. As shown in the figure below at left, a trumpet-style interchange will be constructed at this location during Section 1 construction. The trumpet-style interchange maintains two lanes of free-flow traffic on the connection to existing US 41 for both northbound and southbound cross-river traffic.

After the interstate connection to I-69 in Indiana is completed as part of the construction of Section 2 of the project, the US 41 interchange will be modified to provide a direct connection to Kimsey Lane to the east as shown in the figure below at right. These modifications will not substantially alter environmental impacts in this area.





- **KY 351 Interchange:** Further analysis of this area indicated that the close proximity of the KY 351 interchange to the partial interchange with KY 2084 did not meet interstate design standards. Rather than build an auxiliary lane between KY 2084 and



KY 351 as proposed in the DEIS, the revised design removes the KY 2084 partial interchange altogether, and instead reconfigures the KY 351 interchange. As shown in the figure below, the revised design includes three roundabouts, one at each of the ramp intersections and another at the KY 351/KY 2084 intersection. The three roundabouts will support the City of Henderson's vision for this gateway corridor as well as provide improved safety and access in this area. These modifications will require acquisition of small amounts of additional right of way.

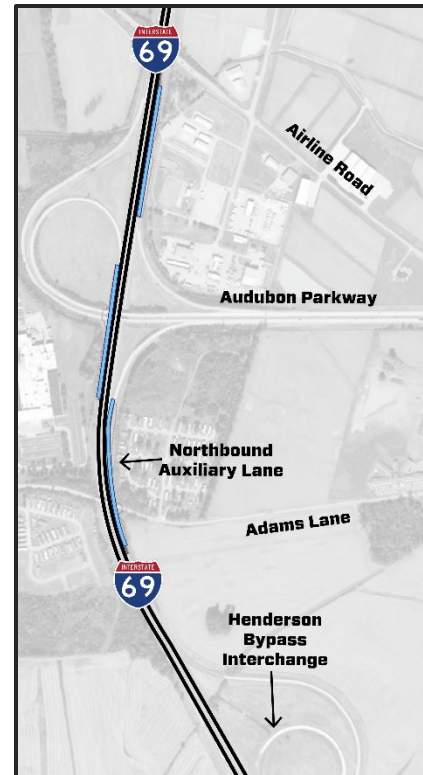


## Preferred Alternative Updates for Public Comment

- Northbound auxiliary lane between the Henderson Bypass and Audubon Parkway interchanges: In order to provide for safe movements between these adjacent interchanges, an auxiliary lane was added in the northbound direction between the Henderson Bypass and Audubon Parkway (see figure to right). While these changes will occur entirely within existing right of way, they have the potential to cause noise impacts to an existing residential community; these impacts are being analyzed and will be reported in the FEIS. Evaluation of noise barriers to mitigate any impacts will follow KYTC's policies.

### Opportunity to Comment on the Single Preferred Alternative

With the recommendation of Central Alternative 1B Modified as the Single Preferred Alternative, INDOT and KYTC are providing both the public and governmental agencies an opportunity to comment prior to publishing the combined FEIS/ ROD later this year.



The project team will hold a joint meeting of the project's River Cities Advisory Committee (RCAC) and Environmental Justice (EJ) Subcommittee and will host a virtual public meeting to inform the public and stakeholders of the reasons for recommending this Single Preferred Alternative. Notifications to the public and stakeholders will be made through the project's website, email newsletter, social media accounts, a media releases, newspaper advertisements, with postcards mailed to all residences in the project area and all nearby areas with EJ populations. There will be a 15-day public comment period following the meeting for interested parties to provide comments. All comments received during this period will be documented, along with responses, in the FEIS/ROD.