

APPENDIX C-3

Public Comments

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From: [Port, Juliet](#)
To: [Port, Juliet](#)
Subject: FW: WFIE Tower Site, Wathen Lane, Henderson, Kentucky
Date: Friday, June 23, 2017 3:01:10 PM

From: Joslin, Will [<mailto:wjoslin@RaycomMedia.com>]
Sent: Friday, June 23, 2017 10:36 AM
To: Carrier, Marshall D (KYTC) <Marshall.Carrier@ky.gov>
Cc: Hiett, Jay <jhiett@14news.com>; Barnett, Bobby <bbarnett@14news.com>
Subject: RE: WFIE Tower Site, Wathen Lane, Henderson, Kentucky

Marshall,

Wanted to reach out to you to let you know that we will have a timber crew on the tower site beginning today. The timber crew also mentioned that someone has already been on the site surveying boundaries. We are unsure if that is related to your work but, again, please contact the station prior to accessing the site. It is of the utmost importance to do so for us to ensure the your employees', the timber crew's, and the station's safety.

Feel free to give me a call if you have any questions.

Thanks,

Will Joslin

Corporate Counsel

Raycom Media, Inc.

T: (334) 229-0359

C: (334)301-4693

F: (334) 833-7108

wjoslin@raycommedia.com



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From: Joslin, Will
Sent: Friday, June 16, 2017 9:24 AM
To: 'marshall.carrier@ky.gov' <marshall.carrier@ky.gov>
Cc: Hiett, Jay <jhiett@14news.com>; Barnett, Bobby <bbarnett@14news.com>
Subject: WFIE Tower Site, Wathen Lane, Henderson, Kentucky

Marshall,

Thank you for returning my call earlier. As we discussed, I recently received your Notice of Survey and/or Investigation for the

WFIE tower site in Henderson, Kentucky. This property contains the station's primary means of transmitting its signal to its viewers in the 20 county Evansville, Indiana designated market area (DMA). Obviously, great care and caution is required while your crews are on this site.

I would ask that you coordinate with WFIE Director of Technology Bobby Barnett (copied here) before you or any of your crew members enter the tower site. Bobby may be reached at (812)433-3401 or bbarnett@14news.com. Bobby will be able to provide access as well as point out areas of concern on the property. I am also copying Jay Hiett, Vice President and General Manager of WFIE, should you need to contact him. Jay may be reached at (812)433-3414 or jhiett@14news.com. Finally, do not hesitate to contact me if I can be of any further assistance.

Thank you,

Will Joslin

Corporate Counsel

Raycom Media, Inc.

T: (334) 229-0359

C: (334)301-4693

F: (334) 833-7108

[wjloslin@raycommedia.com](mailto:wjoslin@raycommedia.com)



This message and any attachments may constitute an attorney-client communication and may contain information that is privileged, confidential, and/or attorney work product. Receipt by anyone other than the proper recipient(s) is not a waiver of any attorney-client, work product, or other applicable privilege. If you are not the intended recipient, any disclosure, copying, distribution, or use of any information contained in this message or any attachment is prohibited. If you have received this message in error, please do not read, copy, or forward. Also, please permanently delete all copies and any attachments and notify the sender immediately by replying to the message. Thank you.



Hoosier Chapter
1100 W. 42nd Street, Suite 140
Indianapolis, Indiana 46208

June 9, 2017

To : I69 Ohio River Crossing, Evansville Project Office
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

From: Southwest Indiana Sierra Club Network

We are writing on behalf of the Southwest Indiana Sierra Club Network, an affiliate of the Hoosier Chapter of the national Sierra Club. We are writing to express our concern that the proposed western route alternatives for the new I69 bridge would severely impact, if not destroy, an important natural area, Eagle Slough. We also provide here some important information on the area.

Eagle Slough, owned by the Sycamore Land Trust of Bloomington, Indiana as a nature preserve, is located just on the outskirts of Evansville, directly north of Ellis Park on Waterworks Rd. It is extraordinary that such a rich natural area is located so close to an urban area. It consists of 127 acres of forested wetlands and open water. Current species counts include 192 species of birds and 68 species of plants. Notable bird species include migrating white ibis and, about 200 yards to the east of the Eagle Slough boundary, a bald eagle nest. The area near the boardwalk is reputed to be the best location in the Evansville area to observe migrating warblers. River otter, beaver and muskrat have been seen in the preserve. A particularly striking natural feature is a stand of bald cypress trees, southwest Indiana being the extreme northern extent of their historical range, and are now found here only in small remnant stands.

Eagle Slough has the enthusiastic support of a volunteer crew of local Evansville residents, led by Greg Meyer. They assist with maintenance of the trails, parking area and the boardwalk/overlook. Besides keeping the trails clear and accessible and maintaining signage, they routinely deal with trash pick-up and just this spring did a major rehabilitation, i.e. replacement of rotten planks, of the boardwalk. Other volunteer efforts include attempts to enrich the natural area by planting saplings of bald cypress and bottomland species of oak trees and by extensive eradication efforts directed at several species of invasive plants. In addition to this "hands-on" support, it should be acknowledged that Eagle Slough has received financial support from local businesses and foundations.

Eagle Slough is very popular with local residents. An example of a group activity are birding hikes sponsored by the Evansville Audubon Society. Eagle Slough is a favorite location for their children's program, Junior Birders. Another example is an annual moth identification event. With its location on the south side of Evansville, Eagle Slough volunteers have been able to lead field trips for students from nearby inner city schools, including Lodge, Fairlawn and Glenwood, with Glenwood's "Science by George" program currently most active.

Individuals of all types find Eagle Slough an excellent location for an outdoor experience, because of its convenient location and because the main trail through the area, as a long- abandoned interurban rail right-of-way, is flat, straight and elevated above the surrounding wetlands, so is easily accessible to persons of all abilities at all times of the year (except when Waterworks Rd is flooded !). It is a good location simply for getting exercise, even dog walking.

Eagle Slough is actually a segment of a larger natural area that is deserving of protection. The forests and open water areas of Eagle Slough extend beyond its current boundaries. When and if additional adjacent tracts become available, it is likely that the Sycamore Land Trust will make an attempt to expand.

Information for this letter was provided by Greg Meyer, Jim Lodato and Chris Newman, as well as the SLT web site.

Thank you for your interest in comments on the I69 Bridge project. We would appreciate being kept informed on from on the progress of your planning.

We, in turn, plan to keep the many local supporters of Eagle Slough informed on the I69 project as it affects Eagle Slough, and encourage additional comments. There is, obviously, much more detailed information available on this rich natural area and its importance to the Evansville community than can be included in this letter.



Niles Rosenquist, Chair, SW Indiana Sierra Club Network (nilesrosenquist@gmail.com)

732. S. Willow Rd., Evansville 47714



Eric McCloud, Conservation Chair, SW Indiana Sierra Club Network (emccloud1@mac.com)



June 12, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

The undersigned members of the board of directors for 69 BridgeLink, encompassing members from both Evansville and Henderson, are submitting this letter to encourage the use of central corridor 1 as the route for the I-69 Ohio River Crossing project.

As you know, the BridgeLink board has sought to make this project a reality in the timeliest and fiscally feasible manner possible. We have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also 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. Should a disaster strike and one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of this project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, 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.

As this process continues, we appreciate and look forward to further opportunities to advocate in favor of this project. Should you have any questions, please contact our executive director, Justin Groenert, at (812) 589-1650 or by email at jgroenert@swinchamber.com.

Sincerely,

A handwritten signature in blue ink that reads 'Robert Koch'.

Robert Koch
Board Chairman (Evansville)

A handwritten signature in blue ink that reads 'Dr. John Logan'.

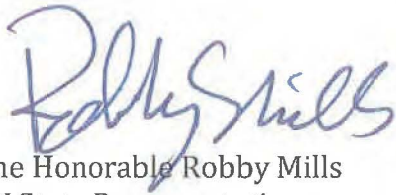
Dr. John Logan
Board Vice Chairman (Henderson)



The Honorable Brad Schneider
Judge Executive of Henderson County KY



The Honorable Lloyd Winnecke
Mayor, City of Evansville, IN



The Honorable Robby Mills
KY State Representative



The Honorable Steve Austin
Mayor, City of Henderson, KY



Christy Gillenwater
Southwest Indiana Chamber



Tony Iriti
Kyndle



Lee Lingo
Madisonville Chamber of Commerce



Evan Beck
Woodward Realty



Bill Corum
Retired, Madisonville, KY



Barry Cox
Warehouse Services



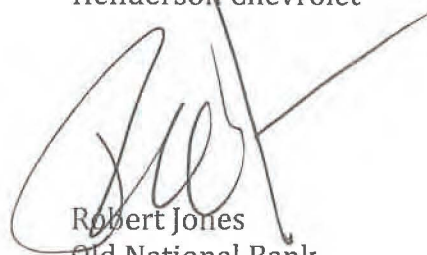
Brad Ellsworth
Vectren



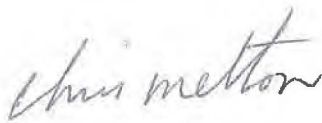
Ron Faupel
Henderson Chevrolet



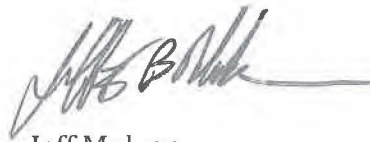
Joel Hopper
Brenntag Mid-South, Inc.



Robert Jones
Old National Bank



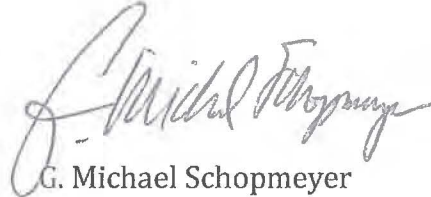
Chris Melton
Retired- City of Evansville



Jeff Mulzer
Mulzer Crushed Stone



Pete Paradossi
Evansville Regional Business Council



G. Michael Schopmeyer
Kahn, Dees, Donovan, & Kahn



Chris Traylor
Traylor Brothers

To: Evansville Project Office
I-69 Ohio River Crossing
320 Eagle Crest Drive, Ste. C
Evansville, IN 47715

From: James Daniels
1808 Ravenswood Drive
Evansville, IN 47714

July 10, 2017

Re: I-69 Ohio River Bridge crossing

The I-69 project was proposed several years ago and while construction between Evansville and Bloomington is nearly complete there are still opportunities for coordinated planning. I am reminded of the effort to coordinate a bridge over the Patoka River within that National Refuge and the positive result of that effort. I believe something similar can happen here.

There stands a proposed footprint for the Green River National Wildlife Refuge which can be greatly benefited by using the wetlands mitigation for the bridge crossing to protect valuable wetlands and improve bottomland forests and improve habitat. The natural areas already established in the region are evidence of the value of preserving wetlands and the opportunities for people to enjoy the outdoor experience can be improved by working toward making the Green River National Wildlife Refuge a reality. The United States Fish and Wildlife Service has the expertise to manage such an area and its establishment would be a simple way to deal with the mitigation requirements.

So, I encourage you to strongly explore and consider concentrating the required wetlands mitigation to be within the already designated area of the proposed Green River National Wildlife Refuge.

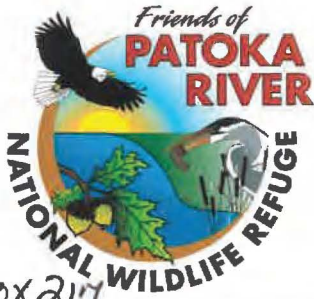
My preference as to route is the West Corridor as it is the closest to Evansville and Henderson and impacts natural areas the least.

Thank you for the opportunity to submit my comments.

Sincerely,

A handwritten signature in black ink that reads "James Daniels". The signature is written in a cursive, flowing style.

James Daniels
jimdanels6@gmail.com



510 1/2 West Morton St.
Oakland City, IN 47660

I-69 Ohio River Bridge Crossing
Evansville Project Office

The Friends of the Patoka River National Wildlife Refuge have reviewed the proposed routes for the Ohio River bridge crossing. Although we do not have a recommendation for a preferred route we do urge you to consider the impact on natural resources.

We recommend that all required wetlands mitigation along the route in Kentucky be located in the footprint of the proposed Green River National Wildlife Refuge. This area has long been recognized as an outstanding natural habitat. We also recommend that any wetlands mitigation along the route in Indiana be done at the Patoka River National Wildlife Refuge. The Refuge is located along the Patoka River in Gibson and Pike counties. The Refuge and Management Areas is approaching 10,000 acres and has a total acquisition area of 22,000 acres. With the Ohio River Bridge Crossing both the proposed Green River and Patoka River National Wildlife Refuges can be enhanced dramatically. Such enhancements can also make a positive economic impact in the area.

With these recommendations the bridge crossing will be a win-win situation for both the residents of Kentucky and Indiana. Not only will they benefit from a new bridge but they will also benefit from outdoor educational and recreational opportunities. The environment and wildlife will benefit as well.

We thank you for considering our wetlands mitigation recommendations,

Sincerely,

Nancy Gehlhausen
President, Friends of the Patoka River National Wildlife Refuge.





AUDUBON METALS LLC

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has a significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residences. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

Central Corridor 1 also allows for the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of this project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,

Jim Butkus
President / CEO
Audubon Metals LLC



September 18, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of Berry Global Group Inc., I am writing this letter to encourage the use of Central Corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

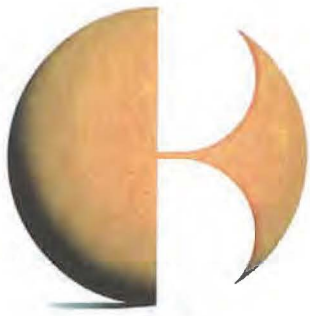
Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "T. Salmon", written in a cursive style.

Thomas Salmon
Chief Executive Officer



BRAKE SUPPLY
HEAVY EQUIPMENT
PARTS and COMPONENTS

BRAKE SUPPLY CO., INC.
5501 Foundation Boulevard
Evansville, Indiana
47725 USA

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1-800-457-5788
Fax 1-812-429-9425

www.brake.com

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has a significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residences. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

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Sincerely,

David M. Koch, by Bong Heischel, CFO

David M. Koch
President / CEO



**KOCH**

George Koch Sons, LLC
A smarter solution. Worldwide.

CHRIS BRACK*President*

George Koch Sons, LLC

Office: 812-465-9707

Mobile: 812-598-4930

Email: CBrack@kochllc.com

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has a significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residences. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

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Sincerely,

Chris Brack



Corporate Office
P. O. Box 1167
Evansville, IN 47706-1167

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

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Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Muehlbauer", written in a cursive style.

Brad J. Muehlbauer
President & CEO



1900 W. Lloyd Expressway
Evansville, IN 47712
www.kochair.com



turn to the experts™
Appendix C-3, page 16



KEVIN R. KOCH
President & CEO
14 South Eleventh Avenue
Evansville, IN 47712
812-465-9630
kkoch@kochllc.com
www.kochenterprises.com

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

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Sincerely,

A handwritten signature in blue ink that reads 'Kevin R. Koch'.

Affiliates:

Audubon Metals LLC
Brake Supply Co., Inc.
George Koch Sons, LLC
Gibbs Die Casting Corp.
Koch HVAC Distribution, Inc.
South Western Communications, Inc.
Uniseal, Inc.



September 13, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

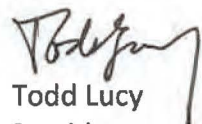
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Sincerely,



Todd Lucy
President
South Western Communications, Inc.



Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

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Sincerely,

A handwritten signature in black ink, appearing to read "Brandon Willis", with a long horizontal flourish extending to the right.

Brandon Willis
President
Uniseal, Inc.



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1014 Uhlhorn Street, P.O. Box 6288, Evansville, IN 47712 U.S.A.
Phone: 812 425 1261 Fax: 812 462 5000



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Romain Automotive Group**

Equipment & Fleet Leasing • Automotive Sales • Specialized Transportation
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TEL. (812) 479-0231 • FAX (812) 474-4359

September 14, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of United Companies, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

A handwritten signature in black ink that reads "Ronald Romain".

Ronald D. Romain
President & CEO



Richard F. Dauch | President & CEO | office: (812) 962-5103 | rdauch@accuridecorp.com

September 15, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, Indiana 47715

Re: Accuride Corporation Support for I-69 Bridge Project

Dear Ms. Lemon:

As a member of the Evansville Regional Business Committee and President and CEO of Evansville-based Accuride Corporation, a \$700M supplier of steel and aluminum wheels and wheel-end components to the global commercial vehicle industry, I am writing to voice my support of the I-69 Ohio River Bridge Project and encourage the use of Central Corridor 1 as its route.

Completion of the Bridge Project along this route is critical to the flow of commerce, not just between our two states, but also for the region and nation. Accuride operates an award-winning steel wheel production facility in Henderson, Kentucky that relies on an efficient highway and bridge system for the supply of raw materials and the shipment of our finished wheels to customers across North America. Completing the Bridge Project using the Central Corridor 1 route in a timely manner is essential to the future competitiveness and financial viability of our plant and this region.

As you know, the BridgeLink organization has focused on making this project a reality in a timely and fiscally responsible manner. Based on the report I reviewed, BridgeLink has shown that the Central Corridor 1 route offers significant cost savings from the original route laid out in 2004 in the Draft Environmental Statement. Those cost savings are achieved by reducing the number of interchanges and miles of new terrain needed for the project.

BridgeLink estimates that the I-69 Ohio River Bridge and connector from I-69 in Evansville to I-69 (Pennyrile Parkway) in Henderson can be constructed via public-private partnership for \$850 million using Central Corridor 1 and pay for itself in 30 years or less.

The Central Corridor 1 route also allows for continued operation of the current twin bridges. I agree with the BridgeLink board's position that it is important that we maintain this additional option of travel between Indiana and Kentucky. Should one or both of the twin bridges fall out of use, it would have a devastating economic impact on both states.

Finally, I fully support the use of tolling as a key funding component for the Ohio River Bridge Project, while keeping a "free route" for local travel. As other bridge projects in the U.S. have demonstrated, the use of tolling is necessary to funding a project of this size, and BridgeLink is ready to help make the case for it.

I look forward to further opportunities to advocate in favor of this project as it moves forward and welcome any specific questions that you may have about its benefit to Accuride.

Sincerely,

Rick Dauch
President & Chief Executive Officer
Accuride Corporation

cc: Evansville Regional Business Committee

September 21, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of Energy Systems Group, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,



Greg Collins
President, Energy Systems Group



German American

Banking | Insurance | Investments

711 Main Street | PO Box 810 | Jasper, IN 47547-0810 | P: (812)482-1314

September 14, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of German American Bancorp, I am writing this letter to encourage the use of Central Corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

Mark A Schroeder
Chairman & CEO

cc: Peter Paradossi



Steve A. Church
President and CEO
369 Community Drive
Henderson, KY 42420
(270) 827-1800

September 14, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has a significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residences. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

Central Corridor 1 also allows for the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of this project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,

A handwritten signature in blue ink that reads "St. A. Church".

Steve A. Church
President and CEO
Gibbs



Robert G. Jones
Chairman & CEO
bob.jones@oldnational.com

September 15, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of Old National Bank, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

Bob Jones

One Main Street
P.O. Box 718
Evansville, IN 47705-0718
T: 812.464.1280
F: 812.464.1567
oldnational.com



P.O. BOX 3848
20 N. W. THIRD STREET 14TH FLOOR
EVANSVILLE, IN 47736
TEL. (812) 463-7950

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

September 18, 2017

Dear Ms. Lemon,

On behalf of South Central, Inc., I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,


JP Engelbrecht
CEO



Carl Chapman
Chairman, President and
Chief Executive Officer

Vectren Corporation
One Vectren Square
Evansville, Indiana 47708
Tel: 812 491 4208
Fax: 812 491 4169
cchapman@vectren.com

September 18, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Re: Ohio River Bridge Project

Dear Ms. Lemon,

On behalf of Vectren Corporation, I am writing this letter to encourage the use of **Central Corridor 1** as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been and continues to be focused upon making this project a reality in a timely and fiscally responsible manner. I believe they have shown that the **Central Corridor 1** route will provide a significant cost savings compared to the original route contained in the Draft Environmental Statement of 2004. This occurs because of the reduction in the number of miles of new terrain needed for the project, as well as the need for fewer interchanges.

The **Central Corridor 1** route also allows for the continued use of the current twin bridges. Like the members of the BridgeLink board, I believe this additional option of travel between Indiana and Kentucky is essential. Should one or both of the twin bridges fall out of use, the economic impact would be devastating to both Indiana and Kentucky.

Finally, I am also in support of tolling as an integral part of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to establish that is the case.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Respectfully,

Carl Chapman

September 18, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Re: Ohio River Bridge Project

Dear Ms. Lemon,

I am writing this letter to encourage the use of **Central Corridor 1** as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been and continues to be focused upon making this project a reality in a timely and fiscally responsible manner. As a BridgeLink board member, I believe we have shown that the **Central Corridor 1** route will provide a significant cost savings compared to the original route contained in the Draft Environmental Statement of 2004. This occurs because of the reduction in the number of miles of new terrain needed for the project, as well as the need for fewer interchanges.

The **Central Corridor 1** route also allows for the continued use of the current twin bridges. I believe this additional option of travel between Indiana and Kentucky is essential. Should one or both of the twin bridges fall out of use, the economic impact would be devastating to both Indiana and Kentucky.

Finally, I am also in support of tolling as an integral part of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to establish that is the case.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Respectfully,



Brad Ellsworth
President – Vectren South

City of Henderson, Kentucky
Board of Commissioners Meeting
Tuesday, September 26, 2017

Municipal Center
Third Floor Assembly Room
222 First Street
5:30 P.M.

AGENDA

1. Invocation: Rev. Rich Stratton, Henderson's First Baptist Church
2. Roll Call:
3. Recognition of Visitors:
4. Appearance of Citizens:
5. Proclamations:
6. Presentations: Downtown Parking Discussion
7. Public Hearings:
8. Consent Agenda:

Minutes: September 12, 2017 Regular Meeting

Resolutions: Resolution Authorizing Participation in 2018 Litter Abatement Grant Program

9. Ordinances & Resolutions:

Second Readings: Ordinance Relating to Fire Prevention
Ordinance Amending Sewer Use Ordinance
Ordinance Related to Community Development

First Readings: Ordinance Accepting Public Improvements – AT&T Store
(Canary Lane/Robin Road)

Resolutions: Resolution Designating City as Participant in Henderson County Solid Waste Management Area
Resolution in Support of I-69 Central Corridor 1 for Ohio River Crossing

10. Municipal Orders:

Please mute or turn off all cell phones for the duration of this meeting.

- 11. Bids & Contracts: Municipal Order Awarding Bid for Wheeled Excavator with Material Handler Cab


 Municipal Order Approving Change Order to Motorola Solutions, Inc. Contract
- 12. Unfinished Business:
- 13. City Manager's Report:
- 14. Commissioners' Reports:
- 15. Appointments:
- 16. Executive Session:
- 17. Miscellaneous:
- 18. Adjournment

Please mute or turn off all cell phones for the duration of this meeting.

City Commission Memorandum
17-219

September 22, 2017

TO: Mayor Steve Austin and the Board of Commissioners

FROM: Russell R. Sights, City Manager 

SUBJECT: Support of I-69 Central Corridor 1

The accompanying resolution supports a central route for crossing the Ohio River between Southwest Indiana and Northwest Kentucky.

INDOT and KYTC have reduced to three the potential corridors for such a crossing over the Ohio River, and Central Corridor 1 is the least disruptive and most fiscally responsible option.

BridgeLink, a bi-state regional non-profit advocacy group, unanimously recommends the use of Central Corridor 1, as do most other regional organizations.

It is recommended that it is in the best interests of the City of Henderson to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing.

Your approval of the attached resolution is requested.

RESOLUTION NO. _____

**RESOLUTION IN SUPPORT OF I-69 CENTRAL
CORRIDOR 1 FOR OHIO RIVER CROSSING**

WHEREAS, with I-69 nearing completion from Canada to Memphis, the I-69 Ohio River crossing is quickly becoming Southwest Indiana and Northwest Kentucky's most critical infrastructure need to assure I-69 does not essentially become a cul-de-sac at the Ohio River;

WHEREAS, given the age of the current Hwy 41 bridge, which was built over the Ohio River before modern earthquake standards, an additional alternative crossing over the Ohio River is needed, while preserving the current Hwy 41 bridge, as an alternative for the region's safety and security;

WHEREAS, INDOT and KYTC in their currently ongoing National Environmental Policy Act (NEPA) study have reduced to three (3) the potential corridors for such a crossing over the Ohio River and said corridors are depicted on the attached Exhibit "A" and made a part hereof;

WHEREAS, the 2 remaining Western corridors proposed would not include an alternative new route and bridge and would significantly displace homes and businesses along Hwy 41 and said Western corridors would also further prolong completion of this project;

WHEREAS, Central Corridor 1 provides a significant cost savings over said 2 Western corridors and minimizes the number of new lane miles and interchanges, and will provide an alternative bridge route over the Ohio River, and said corridor is the least disruptive and most fiscally responsible option of said three (3) corridors;

WHEREAS, BridgeLink, a bi-state regional non-profit advocacy group created on October 14, 2013 consisting of business and civic leaders of Southwest Indiana and Northwestern Kentucky, whose primary focus is to concentrate on securing funding and advocating for the expedient completion of this region's new I-69 Ohio River crossing, and BridgeLink unanimously recommends the use of Central Corridor 1, as do most other regional organizations; and

WHEREAS, the Henderson City Commissioners believe for the reasons stated herein it is in the best interests of the City of Henderson to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing and that tolling or other user fees be considered to assist in financing to expedite the construction of said new I-69 bridge.

NOW, THEREFORE, BE IT RESOLVED, by the City of Henderson, on the basis of the following reasons:

- Saving taxpayer dollars;
- Less disruption to existing residences and businesses;
- Expediency in the time to construct;
- Reduction of disruption during construction; and
- Provision of alternative river crossing routes to serve the region's emergency, safety, and economic interests,

hereby support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing, while preserving an alternative crossing of at least one of the existing twin bridges without tolls.

On motion of Commissioner _____, seconded by Commissioner _____, that the foregoing Resolution be adopted, the vote was called. On roll call the vote stood:

Commissioner Bugg: _____	Commissioner Pruitt: _____
Commissioner Vowels: _____	Mayor Austin: _____
Commissioner Staton: _____	

WHEREUPON, Mayor Austin declared the Resolution adopted, affixed his signature and the date thereto and ordered that the same be recorded.


Steve Austin, Mayor
Date: _____

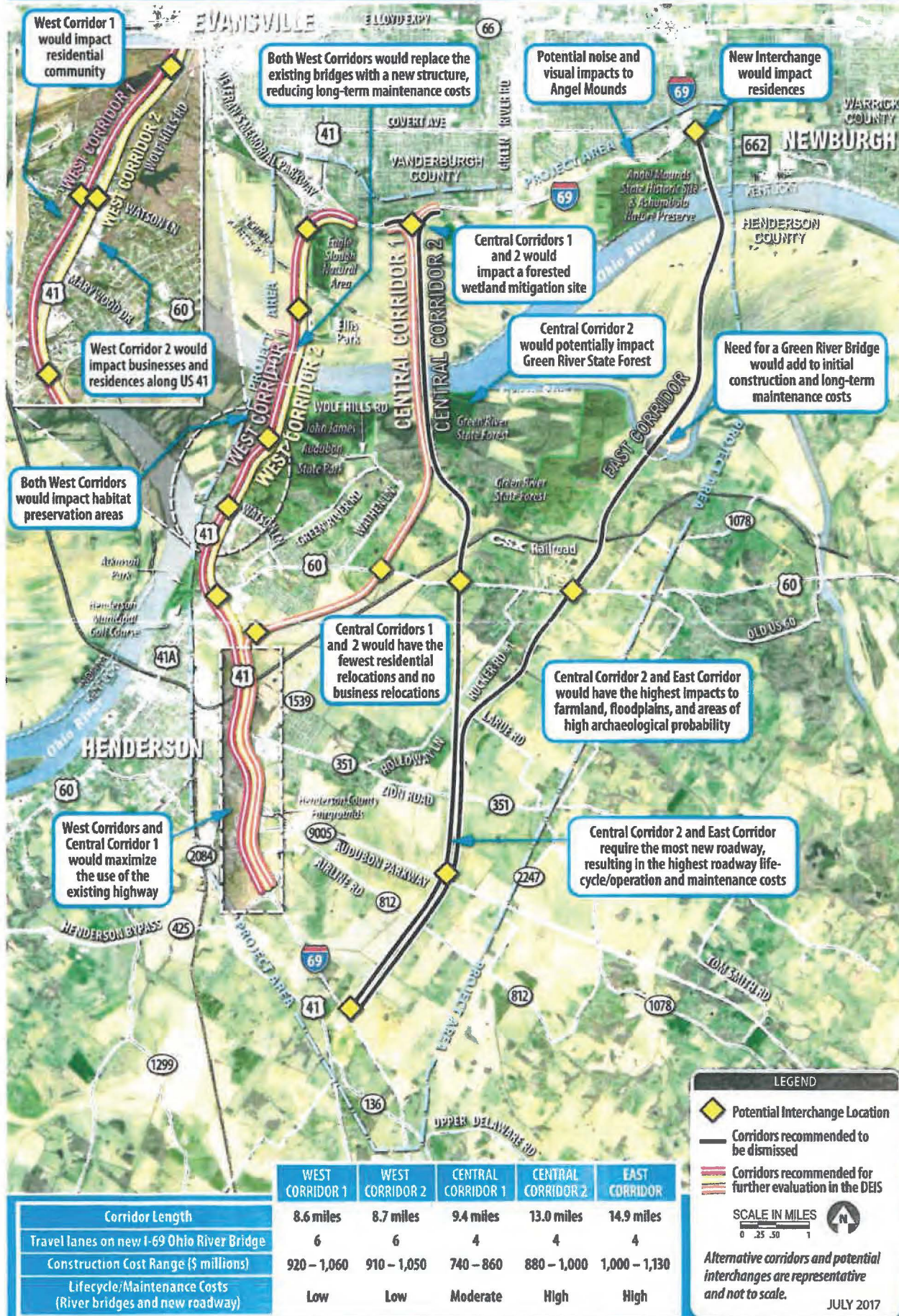
ATTEST:

Maree Collins, City Clerk

**APPROVED AS TO FORM AND
LEGALITY THIS 20 DAY OF
SEPTEMBER, 2017.**

By: _____


Dawn S. Kelsey
City Attorney





September 18, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of Deaconess Hospital, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

A blue ink signature of Shawn McCoy, consisting of a stylized 'S' followed by 'hawn'.

Shawn McCoy
CEO

600 Mary Street Evansville, Indiana 47747 812/450-5000 www.deaconess.com





September 25, 2017

Ms. Janelle Lemon
Project Manager
I-69 Ohio River Crossing
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

Dear Ms. Lemon,

On behalf of Deaconess Health System, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.

As you are aware, the BridgeLink organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.

This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.

Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.

As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.

Sincerely,

Linda E. White

Linda E. White
CEO Emerita, Deaconess Health System

**RESOLUTION IN SUPPORT OF I-69 CENTRAL CORRIDOR 1 FOR OHIO
RIVER CROSSING
RESOLUTION NO. 2017-1**

WHEREAS, with I-69 nearing completion from Canada to Memphis, the I-69 Ohio River crossing is quickly becoming Southwest Indiana and Northwest Kentucky's most critical infrastructure need, otherwise I-69 essentially becomes a cul-de-sac at the Ohio River;

WHEREAS, the age of the current Hwy 41 Ohio River crossing, built before modern earthquake standards, dictates an additional alternative crossing is needed, while preserving the current Hwy 41 bridge, as an alternative crossing for the region's safety and security;

WHEREAS, INDOT and KYTC in their currently ongoing National Environmental Policy Act (NEPA) study have reduced to three (3) the potential corridors for such I-69 Ohio River crossing and said corridors are depicted on the attached Exhibit "A," which is made a part hereof;

WHEREAS, the 2 remaining Western corridors proposed would not include an alternative new crossing route and would significantly displace homes and businesses and further prolong completion of this I-69 bridge project;

WHEREAS, Central Corridor 1 provides a significant cost savings over said 2 Western corridors and minimizes the number of new lane miles and interchanges, and will provide an alternative bridge route over the Ohio River, and be the least disruptive and most fiscally responsible option of said three (3) corridors;

WHEREAS, BridgeLink is a bi-state regional non-profit group created on October 14, 2013 consisting of business and civic leaders of Southwest Indiana and Northern Kentucky, whose primary focus is to concentrate on securing funding and advocating for the expedient completion of this region's new I-69 Ohio River crossing, and BridgeLink has unanimously recommended the NEPA process select Central Corridor 1, as do many other regional organizations; and

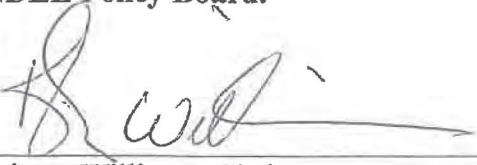
WHEREAS, the Kyndle Policy Board believes for the reasons stated herein, it is in the best interests of the Kyndle region to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing and that tolling or other user fees be considered to assist in financing to expedite the construction of said new I-69 bridge.

NOW, THEREFORE, BE IT RESOLVED, the Kyndle Policy Board, on the basis of the following reasons:

- Saving taxpayer dollars;
- Lessening disruption to existing residences and businesses;
- Expediting construction;
- Reducing travel disruptions during construction; and
- Providing the existing Hwy 41 bridge as an alternative to serve the region's emergency, safety, and economic interests,

hereby supports the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing, while preserving an alternative crossing of at least one of the existing twin bridges without tolls.

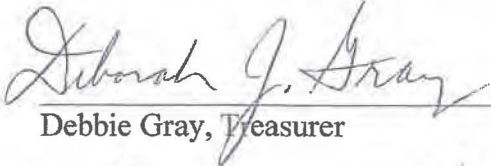
PASSED and APPROVED this 5th day of October, 2017, by the
KYNDLE Policy Board.



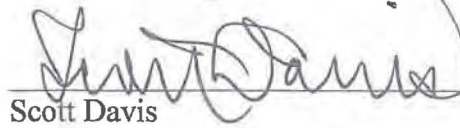
Dr. Kristen Williams, Chairman



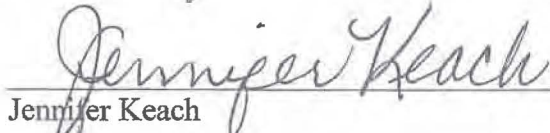
Joel Hopper, Vice-Chairman



Debbie Gray, Treasurer



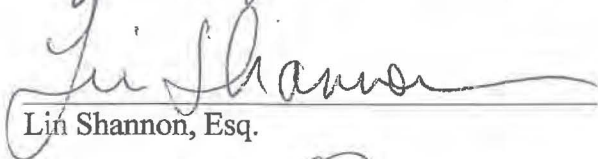
Scott Davis



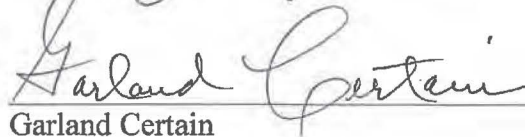
Jennifer Keach



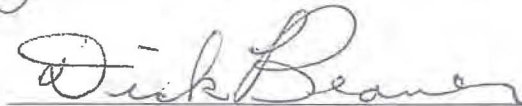
Tony Krampe



Lin Shannon, Esq.



Garland Certain



Dick Beaven

**RESOLUTION IN SUPPORT OF I-69 CENTRAL CORRIDOR 1 FOR OHIO
RIVER CROSSING
RESOLUTION NO. 17-30**

WHEREAS, with I-69 nearing completion from Canada to Memphis, the I-69 Ohio River crossing is quickly becoming Southwest Indiana and Northwest Kentucky's most critical infrastructure need, otherwise I-69 essentially becomes a cul-de-sac at the Ohio River;

WHEREAS, the age of the current Hwy 41 Ohio River crossing, built before modern earthquake standards, dictates an additional alternative crossing is needed, while preserving the current Hwy 41 bridge, as an alternative crossing for the region's safety and security;

WHEREAS, INDOT and KYTC in their currently ongoing National Environmental Policy Act (NEPA) study have reduced to three (3) the potential corridors for such I-69 Ohio River crossing and said corridors are depicted on the attached Exhibit "A," which is made a part hereof;

WHEREAS, the 2 remaining Western corridors proposed would not include an alternative new crossing route and would significantly displace homes and businesses and further prolong completion of this I-69 bridge project;

WHEREAS, Central Corridor 1 provides a significant cost savings over said 2 Western corridors and minimizes the number of new lane miles and interchanges, and will provide an alternative bridge route over the Ohio River, and be the least disruptive and most fiscally responsible option of said three (3) corridors;

WHEREAS, BridgeLink is a bi-state regional non-profit group created on October 14, 2013 consisting of business and civic leaders of Southwest Indiana and Northern Kentucky, whose primary focus is to concentrate on securing funding and advocating for the expedient completion of this region's new I-69 Ohio River crossing, and BridgeLink has unanimously recommended the NEPA process select Central Corridor 1, as do many other regional organizations; and

WHEREAS, Henderson County Fiscal Court believes for the reasons stated herein, it is in the best interests of Henderson County to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing and that tolling or other user fees be considered to assist in financing to expedite the construction of said new I-69 bridge.

NOW, THEREFORE, BE IT RESOLVED, the Henderson County Fiscal Court, on the basis of the following reasons:

- Saving taxpayer dollars;
- Lessening disruption to existing residences and businesses;
- Expediting construction;
- Reducing travel disruptions during construction; and
- Providing the existing Hwy 41 bridge as an alternative to serve the region's emergency, safety, and economic interests,

hereby supports the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing, while preserving an alternative crossing of at least one of the existing twin bridges without tolls.

On reading of the foregoing Resolution, it was moved by Magistrate Puttman,
and seconded by Magistrate Alexander, that the above Resolution be adopted.

WHEREUPON, the vote was called.

Aye
Magistrate Alexander

Aye
Magistrate Todd


Aye
Magistrate Puttman

Aye
Magistrate Warren

Aye
Magistrate Wilkerson

APPROVED by the Henderson County Fiscal Court at its regular meeting on October 24, 2017.

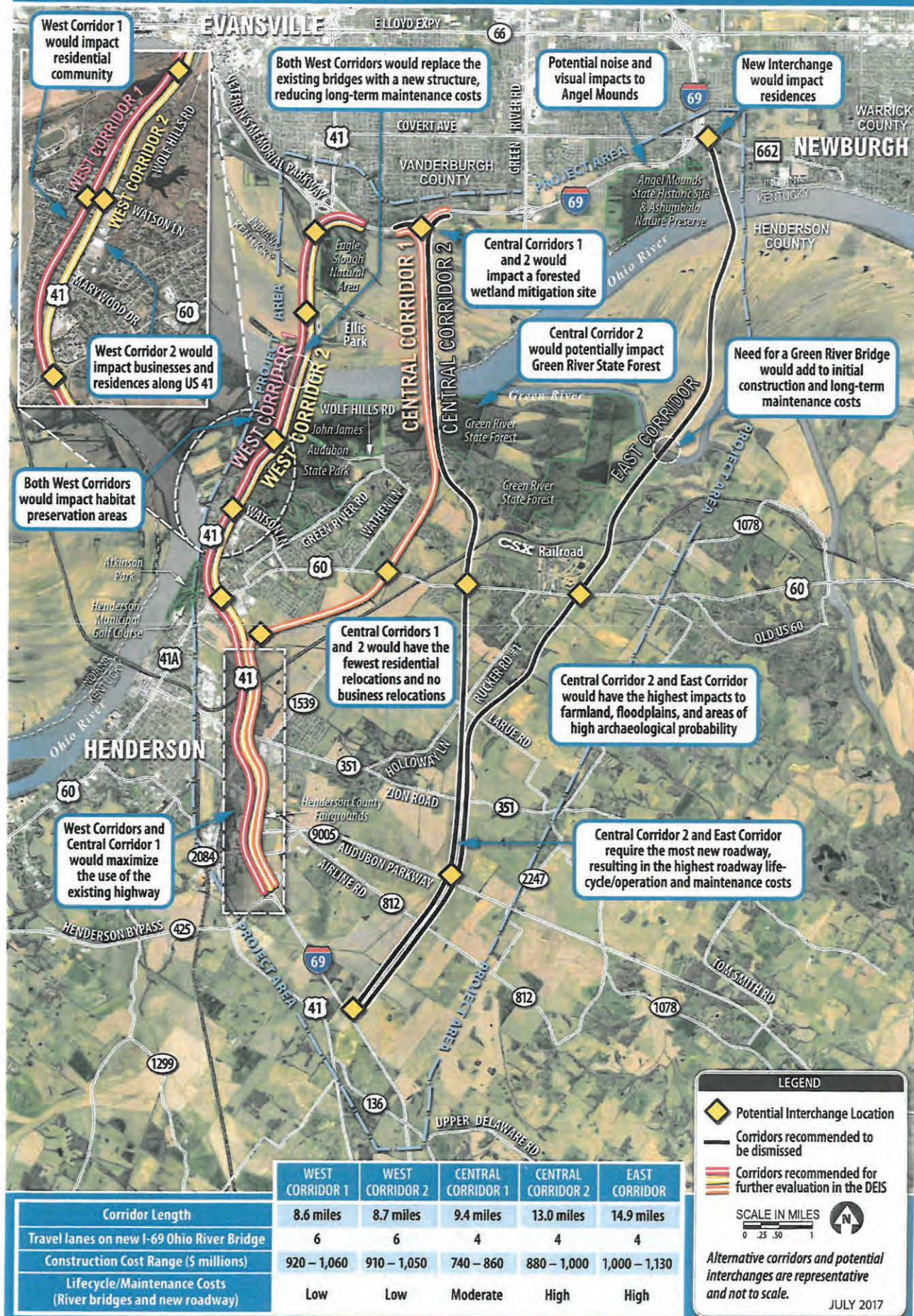
ATTEST:


M. Sue Baker
Fiscal Court Clerk


Brad Schneider
County Judge/Executive

I-69 Ohio River Crossing between Evansville and Henderson

Screening Process Summary



**RESOLUTION IN SUPPORT OF I-69 CENTRAL CORRIDOR 1 FOR OHIO
RIVER CROSSING
RESOLUTION NO. CO. R-12-17-025**

WHEREAS, with I-69 nearing completion from Canada to Memphis, the I-69 Ohio River crossing is quickly becoming Southwest Indiana and Northwest Kentucky's most critical infrastructure need, otherwise I-69 essentially becomes a cul-de-sac at the Ohio River;

WHEREAS, the age of the current Hwy 41 Ohio River crossing, built before modern earthquake standards, dictates an additional alternative crossing is needed, while preserving the current Hwy 41 bridge, as an alternative crossing for the region's safety and security;

WHEREAS, INDOT and KYTC in their currently ongoing National Environmental Policy Act (NEPA) study have reduced to three (3) the potential corridors for such I-69 Ohio River crossing and said corridors are depicted on the attached Exhibit "A," which is made a part hereof;

WHEREAS, the 2 remaining Western corridors proposed would not include an alternative new crossing route and would significantly displace homes and businesses and further prolong completion of this I-69 bridge project;

WHEREAS, Central Corridor 1 provides a significant cost savings over said two (2) Western corridors and minimizes the number of new lane miles and interchanges, and will provide an alternative bridge route over the Ohio River, and be the least disruptive and most fiscally responsible option of said three (3) corridors;

WHEREAS, BridgeLink is a bi-state regional non-profit group created on October 14, 2013 consisting of business and civic leaders of Southwest Indiana and Northern Kentucky, whose primary focus is to concentrate on securing funding and advocating for the expedient completion of this region's new I-69 Ohio River crossing, and BridgeLink has unanimously recommended the NEPA process select Central Corridor 1, as do many other regional organizations; and

WHEREAS, the Board of Commissioners of Vanderburgh County believe for the reasons stated herein, it is in the best interests of Vanderburgh County to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing and that tolling or other user fees be considered to assist in financing to expedite the construction of said new I-69 bridge.


NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of Vanderburgh County, on the basis of the following reasons:

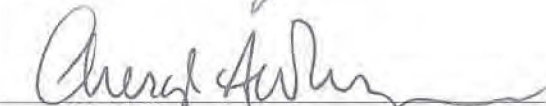
- Saving taxpayer dollars;
- Lessening disruption to existing residences and businesses;
- Expediting construction;
- Reducing travel disruptions during construction; and
- Providing the existing Hwy 41 bridge as an alternative to serve the region's emergency, safety, and economic interests,


hereby supports the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing, while preserving an alternative crossing of at least one of the existing twin bridges without tolls.

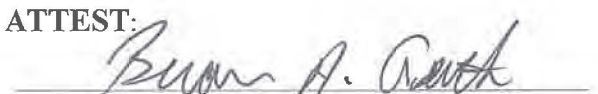
**PASSED and APPROVED this 12th day of December, 2017, by the
Board of Commissioners of Vanderburgh County, Indiana.**

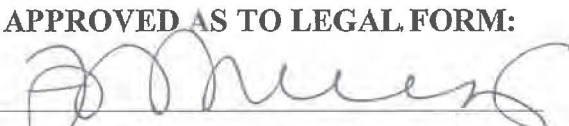
**BOARD OF COMMISSIONERS OF
VANDERBURGH COUNTY, INDIANA**


Bruce Ungethiem, President


Cheryl Musgrave, Vice-President


Ben Shoulders, Member

ATTEST:

Brian A. Gerth, Vanderburgh County Auditor

APPROVED AS TO LEGAL FORM:

Joseph H. Harrison, Jr.
Vanderburgh County Attorney

**RESOLUTION IN SUPPORT OF I-69 CENTRAL CORRIDOR 1 FOR OHIO
RIVER CROSSING
RESOLUTION NO. 2017-4**

WHEREAS, with I-69 nearing completion from Canada to Memphis, the I-69 Ohio River crossing is quickly becoming Southwest Indiana and Northwest Kentucky's most critical infrastructure need, otherwise I-69 essentially becomes a cul-de-sac at the Ohio River;

WHEREAS, the age of the current Hwy 41 Ohio River crossing, built before modern earthquake standards, dictates an additional alternative crossing is needed, while preserving the current Hwy 41 bridge, as an alternative crossing for the region's safety and security;

WHEREAS, INDOT and KYTC in their currently ongoing National Environmental Policy Act (NEPA) study have reduced to three (3) the potential corridors for such I-69 Ohio River crossing and said corridors are depicted on the attached Exhibit "A," which is made a part hereof;

WHEREAS, the 2 remaining Western corridors proposed would not include an alternative new crossing route and would significantly displace homes and businesses and further prolong completion of this I-69 bridge project;

WHEREAS, Central Corridor 1 provides a significant cost savings over said two (2) Western corridors and minimizes the number of new lane miles and interchanges, and will provide an alternative bridge route over the Ohio River, and be the least disruptive and most fiscally responsible option of said three (3) corridors;

WHEREAS, BridgeLink is a bi-state regional non-profit group created on October 14, 2013 consisting of business and civic leaders of Southwest Indiana and Northern Kentucky, whose primary focus is to concentrate on securing funding and advocating for the expedient completion of this region's new I-69 Ohio River crossing, and BridgeLink has unanimously recommended the NEPA process select Central Corridor 1, as do many other regional organizations; and

WHEREAS, the Gibson County Commissioners believe for the reasons stated herein, it is in the best interests of Gibson County to support the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing and that tolling or other user fees be considered to assist in financing to expedite the construction of said new I-69 bridge.


NOW, THEREFORE, BE IT RESOLVED, the Gibson County Commissioners, on the basis of the following reasons:

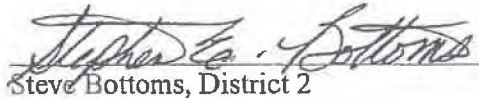
- Saving taxpayer dollars;
- Lessening disruption to existing residences and businesses;
- Expediting construction;
- Reducing travel disruptions during construction; and
- Providing the existing Hwy 41 bridge as an alternative to serve the region's emergency, safety, and economic interests,

hereby supports the selection of Central Corridor 1 as the path for a new I-69 Ohio River crossing, while preserving an alternative crossing of at least one of the existing twin bridges without tolls.

PASSED and APPROVED this 19th day of December, 2017, by the
Gibson County Commissioners.

GIBSON COUNTY COMMISSIONERS


Alan Douglas, District 1


Steve Bottoms, District 2


Gerald Bledsoe, District 3


Sheri Smith
Gibson County Auditor



I affirm, under the penalties for perjury,
that I have taken reasonable care to redact
each Social Security number in this
document unless required by law.

Name 

I-69 Ohio River Crossing between Evansville and Henderson SCREENING PROCESS SUMMARY

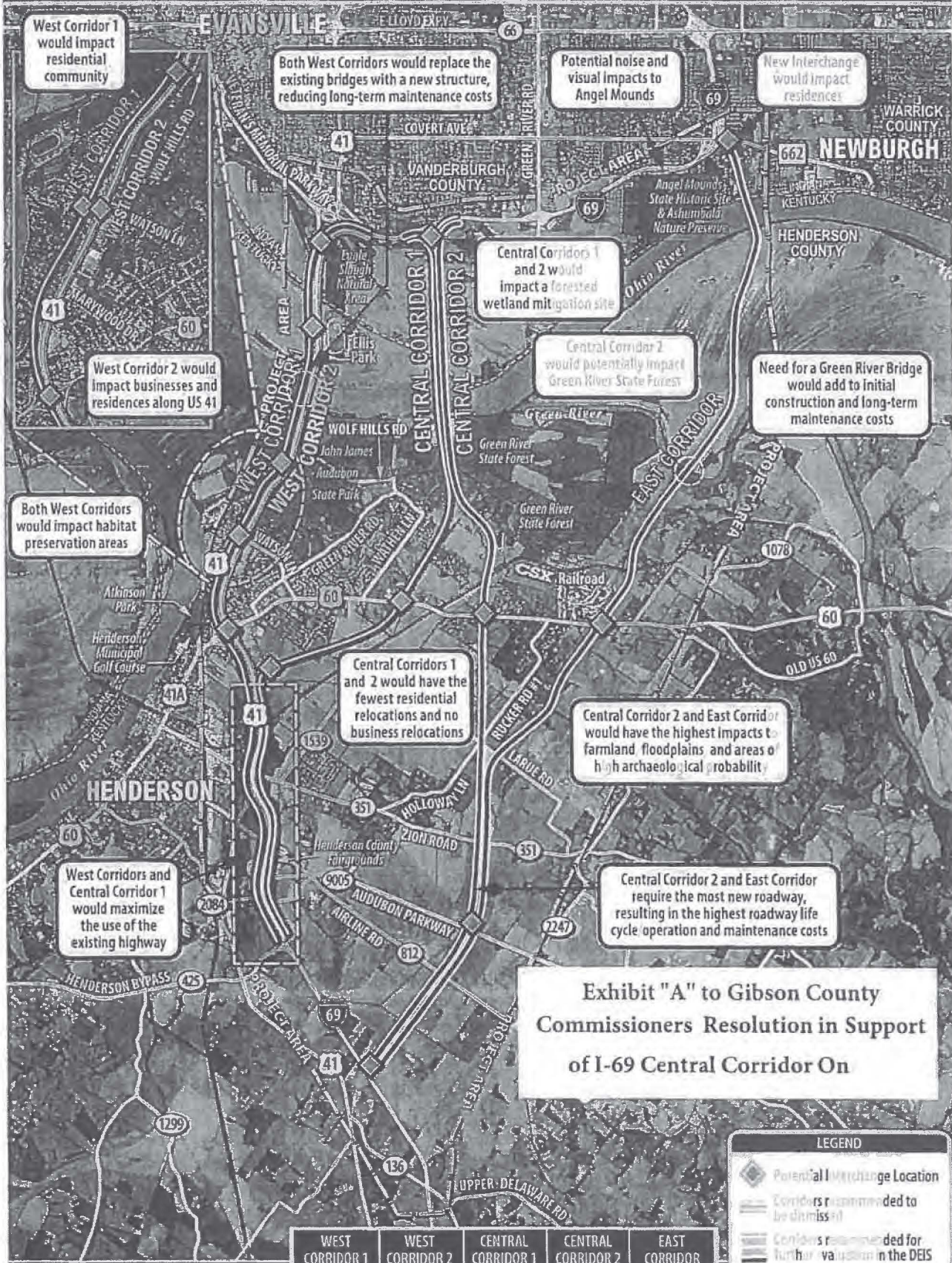


Exhibit "A" to Gibson County
Commissioners Resolution in Support
of I-69 Central Corridor On

Corridor Length	WEST CORRIDOR 1	WEST CORRIDOR 2	CENTRAL CORRIDOR 1	CENTRAL CORRIDOR 2	EAST CORRIDOR
Travel Lanes on new I-69 Ohio River Bridge	6	6	4	4	4
Construction Cost Range (\$ millions)	920-1,060	910-1,050	740-860	880-1,000	1,000-1,130
Lifecycle/Maintenance Costs (River bridges and new roadway)	Low	Low	Moderate	High	High

LEGEND

- Potential Interchange Location
- Corridors recommended to be dismissed
- Corridors recommended for further evaluation in the DEIS

CAL AL N

Alternative corridors and potential interchange are representative and not to scale.

JULY 2017



**BOARD of
COMMISSIONERS**
of the County of Vanderburgh

**BRUCE UNGETHIEM
CHERYL A.W. MUSGRAVE
BEN SHOULDERS**

April 17, 2018

Ms. Janelle Lemon
INDOT I-69 Project Manager
I-69 ORX Project Office
320 Eagle Crest Drive
Suite C
Evansville, IN 47715

RE: I-69 Bridge over Ohio River

Dear Ms. Lemon,

The new I-69 bridge over the Ohio River connecting Evansville, Indiana and Henderson, Kentucky will be one of the most important projects affecting the lives of those who reside on both sides of the Ohio River for many years to come.

Proposals for the new bridge may include replacing both current Ohio River bridges with a single span in the approximate location of the current US Highway 41 bridges. Alternatively, the new I-69 bridge may be built east of the current US Highway 41 bridges and one of the current bridges may be demolished, leaving one refurbished bridge to accommodate US Highway 41 traffic. All of the remaining bridges may be subject to tolling.

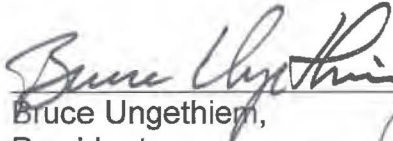
The Board Commissioners of Vanderburgh County would like to see the refurbished or newly built bridge(s) servicing the traffic currently carried by the US Highway 41 bridges include a 10 foot trail lane on both sides of the bridge for both pedestrians, cyclists and non-vehicular traffic. We would ask that such a trail be free of any toll. These types of trails promote healthy lifestyles and might be the only future link between Indiana and Kentucky for persons who are unable or do not choose to cross the Ohio River by way of a vehicle.

Also, the Board of Commissioners of Vanderburgh County would ask that we be notified of any future access changes to Waterworks Road off of North Highway 41 heading into Evansville, Indiana which is contemplated as a result of the proposed design and route to be selected for the new I-69 bridge over the Ohio River.

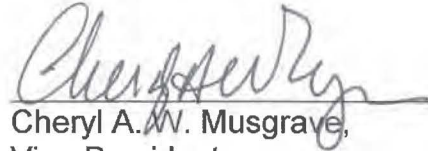
If you have any questions regarding the above, please do not hesitate to contact us.

Thank you.

Sincerely,



Bruce Ungethiem,
President



Cheryl A. W. Musgrave,
Vice-President



Ben Shoulders,
Member



May 1, 2018

To ORX Team:

On October 5, 2017, Kyndle adopted a resolution endorsing the Central Alternative 1 route for the Ohio River Crossing project based on information that was available at that time.

Since then, new information has come to our attention with more specifics of that route which may have a potential adverse economic impact on the businesses on the US 41 strip. The initial southernmost interchange exiting to the US 41 strip created concerns by its design. The distance to reach US 41 business may cause travelers to by-pass Henderson and continue on to a more convenient exit. Reduced traffic flow will translate into lost revenue for many of our stakeholders.

As you are aware, Kyndle is the business advocacy organization in Henderson County. Below are several suggestions that we support to mitigate the potential adverse impact.

We would strongly suggest that the project team take these following items into consideration as you arrive at a preferred alternative:

1. If the Central Alternative 1 route is chosen, that the southernmost interchange be redesigned to accommodate easier flow of Northbound vehicles to US 41 to reach restaurants and hotels located on the strip.
2. That the potential loss of business and tax revenue due to declining business be taken into consideration when determining economic impact, for any route option.
3. That clear and proper signage be placed on the future I69 interstate directing traffic to businesses along the US 41 strip.
4. That proper consideration be given to the redevelopment of the US 41 strip.
5. That both "Twin Bridges" remain open and toll free.

We are very much supportive of the Ohio River Crossing project. Due to floodplain constraints, Central Alternative 1 does not have nearly the amount of developable land along the corridor. The businesses along US 41 depend on vehicle traffic for their livelihood and the US 41 strip is a major source of business and tax revenues for the Henderson community. We have had more than 20 new businesses invest in that area over the past three years. We strongly urge you to take these items under advisement when determining our future.

We know that we only have one chance at doing what is best for the City of Henderson and Henderson County. On behalf of the Kyndle Policy Board, thank you for your consideration.


Tony Iriti, CEO

May 2, 2018

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

Cornie Marton
14501 US 41S
Robards, KY 42452

Dear Sirs,

I would like to express my comments on the proposed I-69 ORX Project in Kentucky. In the interest of clarity I will make my comments in the order that they were presented at the public meetings in Henderson.

West Alternative Corridor-1

I am absolutely opposed to this project corridor! My reasons are:

- The proposed corridor would directly impact a reported and estimated 213 homes and 21 businesses. The negative impacts of this corridor cannot be replaced, within the county.
- The negative impacts to the budgets of both the Henderson County Fiscal Court and the City of Henderson, due to a loss of tax base are significant and outrageous. The result will be a significant and unnecessary tax increase on the remaining residents of the City of Henderson and Henderson County to replace those lost funds.
- This proposed corridor does not adequately address the loss of property values of those residences not directly displaced by the actual corridor; but adjacent to it. Anyone who has traveled through a big city knows that the properties adjacent to the interstate highways turn into "low rent districts" due to the traffic, noise, pollution and disruption of travel and access in the communities.
- The proposed corridor does not adequately address the loss of business access by I-69 traffic to the businesses along the highway 41 strip. There was mention at the 4-18-18 public meeting of a possible loop access to the US-41 strip but it was not mapped nor displayed for public view and comment.
- This proposed corridor ultimately replaces the twin bridges with one 4-lane tolled bridge and one 2-lane bridge on US-41, which may or may not be tolled in the future. This adds a serious constriction of traffic on US-41 and a serious "cost of living" increase to anyone who commutes across the river for any reasons such as; work, health care, entertainment, food, family, etc.. The potential tolls, as presented that are in use for the bridges in Louisville, would place an excessive and extraordinary cost on many of the residents of Henderson.
- This proposed corridor routes all traffic through this one 4-lane bridge and roadway through the City of Henderson, disrupting local lives, travel, access, etc..
- This proposed corridor does not currently address the negative environmental impacts of installation of the roadway, bridge and the need for environmental mitigation of these sensitive areas.
- If this proposed corridor was selected then the bridge should be designed and constructed as a 6-lane bridge and replace both of the US-41 twin bridges, after completion of the I-69 bridge.

-This proposed corridor does not adequately address the need for a “cross-over” of I-69 or merge onto the existing US-41 roadways and the potential environmental impacts on the Indiana side of the project.

-The proposed corridor does not adequately address the need for a “land bridge” for wildlife (deer) to escape the Horseshoe Bend area to other upland sites near Audubon Park during times of flooding and avoid auto collisions which have and will continue to result in real personal property losses and safety issues.

West Corridor-2

I am also absolutely opposed to this corridor, also. My reasons are:

-The proposed corridor would directly impact a reported and estimated 119 homes and 58 businesses. The negative impacts of this corridor cannot be replaced, in the near future.

-The negative impacts through the loss of jobs at the 58 business locations is unlikely to be replaced, in the near future.

-The negative impacts to the budgets of both the Henderson County Fiscal Court and the City of Henderson due to a loss of tax base are significant and outrageous. The result will be a significant and unnecessary tax increase on the residents of the City of Henderson and Henderson County to replace those lost funds.

-This proposed corridor does not adequately address the loss of property values of those residences or businesses that are not directly displaced by the actual corridor; but adjacent to it. Anyone who has traveled through a big city knows that the properties adjacent to interstate highways turns them into “low rent districts” due to the traffic, noise, pollution and disruption of travel and access within the communities.

-The proposed corridor does not adequately address the loss of business access by I-69 traffic to the businesses along the highway 41 strip. There was mention of a possible loop access; but this was not mapped nor presented for public view and comment.

-This proposed corridor ultimately replaces the twin bridges with one 6-lane, tolled, I-69 bridge. This adds a “cost of living” increase to everyone who commutes across the river for any reasons such as; work, health care, entertainment, food, family, etc.. The potential tolls, as presented that are in use for the bridges in Louisville, would place an excessive and extraordinary cost on many of the residents of Henderson.

-This proposed corridor routes all traffic through this one 6-lane bridge and roadway through the City of Henderson, un-necessarily disrupting local life, travel, access, etc..

-This proposed corridor does not currently address the negative environmental impacts of installation of the roadway, bridge and the need for environmental mitigation of sensitive areas.

-This proposed corridor does not adequately address the need for a “cross-over” or merge of I-69 across or onto the existing US-41 and the resulting environmental impacts on the Indiana side of the project.

-The proposed corridor does not adequately address the loss of business access by I-69 traffic to the businesses along the highway 41 strip.

-The proposed corridor does not adequately address the need for a "land bridge" for wildlife (deer) to escape the Horseshoe Bend area to other upland sites near Audubon Park during times of flooding and avoid auto collisions which has and will continue to result in real personal property losses and safety issues.

Central-1

IF THIS PROJECT IS TO BE BUILT; then I support this corridor. My reasons are;

-This corridor represents the corridor that negatively disrupts the minimal number of residents (2) and no businesses. However, the corridor displaces the largest acreage of farmland(s).

-This proposed corridor ultimately replaces the twin bridges on US-41 with one 4-lane tolled I-69 bridge and leaves in place one 2-lane bridge on US-41 which may or may not be tolled, in the future. This adds a loss of access to almost everyone who commutes across the river for any reasons such as; work, health care, entertainment, food, family, etc.. The potential tolls, as presented that are in use for the bridges in Louisville, would place an excessive and extraordinary cost on many of the residents of Henderson.

-This proposed corridor does not currently address the need to mandate through traffic to the I-69 bridge and away from the US-41 strip, thereby reducing wear and tear on the (as proposed) one remaining twin bridge. This could be done with restricted weight limits which also extends the expected lifespan of the twin bridge(s).

-This proposed corridor does not adequately address the need to keep BOTH of the twin bridges in place for "Bridge Redundancy", as mentioned by State Senator Ridley, for the foreseeable future (+/-2060). This would allow for better study of the traffic use and patterns and future bridge needs. Then, if determined, replace one of the twins with a single 4-lane bridge in the future.

-The proposed corridor does not currently adequately address the need for a "land bridge" on US-41 for wildlife (deer) to escape the Horseshoe Bend area to other upland sites near Audubon Park during times of flooding and avoid auto collisions which result in real personal property losses and safety issues.

Sincerely,



Connie Morton

US HWY 41-S

Robards, KY 42452



Interstate 69 Evansville IN-Henderson KY Bridge

Attn: Mr. Jim Poturalski, Project Leader, Indiana DOT
Ohio River Crossing I-69 ORX

Attn: Mr. Marshall Carrier, KYTC Project Manager
Ohio River Crossing I-69 ORX

1970 Barrett Ct. Ste. 100
Henderson KY 42420

Dear Gentlemen:

We, at Ride Illinois, are writing to you at the recommendation of Administrator Mayela Sosa of the Indiana office of the Federal Highway Administration. ***The purpose of this letter is to call your attention to serious issues pertaining to the planned Interstate 69 bridge over the Ohio River between Henderson, Kentucky and Evansville, Indiana.***

Ride Illinois is a nonprofit organization dedicated to improving bicycling conditions throughout Illinois. We are the advocate for all Illinois bicyclists, promoting bicycle access, education, and safety. Our organization was incorporated in 1992 as the League of Illinois Bicyclists and re-branded as Ride Illinois in 2015. Our mission remains the same.

Ride Illinois proudly support Indiana Trails' campaign to include separated, protected bicycle-pedestrian multi-use pathways on the proposed \$1.5 billion Interstate-69 Bridge Project (I-69 ORX) between Evansville and Henderson--just as we see on dozens of other major bridges around North America.

Ride Illinois members enjoy cycling all over the Midwest. Southern Indiana is high on the list of destinations due to its rolling hills, quaint towns, and abundance of parks and forests. Therefore, our organization supports the call for adding protected bike/ped infrastructure to the I-69 bridge.

Working Statewide for Better Bicycling

815 Leicester Rd. #314, Elk Grove Village, IL 60007
info@rideillinois.org
www.rideillinois.org



As far back as 2006, there were 22 documented interstate highway bridges in the United States with protected bicycle-pedestrian accommodations, per the League of American Bicyclists and the Missouri Bicycle & Pedestrian Federation. Our research shows many additions to that list in 2020 in the form of interstate and non-interstate major bridges.

The US-54 bridge over the Missouri River in Jefferson City, MO is a notable success story similar to the I-69 bridge. The northbound bridge has a cantilevered bicycle and pedestrian lane opened in April 2011. It is used in both directions for river viewing and access to the Katy Trail State Park. Without that improvement, there is no safe infrastructure for cyclists and pedestrians to cross the Missouri River for many miles in either direction. The improvement was applauded by residents, business owners, elected officials, and business owners.

Surveying American bridges, we find major structures of varying designs with protected multi-use pathways in places like Charleston SC, Cincinnati, Pittsburgh, St. Louis, Kansas City, Detroit, Tennessee-Arkansas, Virginia Beach/Norfolk, Portland OR, New York, Montreal, the Virginia Capital Trail, San Francisco-Oakland, West Newton PA, and elsewhere.

Ride Illinois is asking for your attention in re-assessing one of the most expensive public works projects in recent Indiana-Kentucky history. This re-assessment is requested in the name of **safety and for ease-of-access to non-motorized travelers** crossing the Ohio River.

We understand that current planning for the bridge **does not** include the presence of safe, separate, protected bicycle/pedestrian accommodations adjoining the bridge structure and its approaches, and there is minimal indication that participating state departments of transportation have thoughtfully, proactively, aggressively advocated for such accommodations- such as they did in the case of the Madison-Milton U.S. 421 Bridge, or the Louisville-Jeffersonville East End George Rogers Clark Bridge. **(These are two milestone accomplishments, of which Indiana and Kentucky should be justifiably proud!)**

Rather, plan alternatives suggest car/truck-only utilization of the planned bridge, and of any remaining of the two currently-existing older U.S. 41 bridges. This is in contrast to dozens of designs nationally where we see that interstates, freeways and major thoroughfares have separate, protected bike-ped accommodations on bridges.

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Current planning for the I-69 bridge flies in the face of multiple design/construction recommendations nationally.

As national tourist routes such as the US Bicycle Route System #37 from Chicago to Kentucky and points south--and Adventure Cycling Association routes, along with a possible connector to the American Discovery Trail--consider limited safe ways to cross the Ohio River in Southwest Indiana and Western Kentucky, decisions must be made in terms of which routes to recommend to travelers. Difficulties in safely crossing the Ohio between Louisville and the Mississippi River present obvious barriers to bicycle tourists, as well as to local and visiting pedestrians. Placing bicyclists and pedestrians upon older-style bridges such as those west of Louisville puts them shoulder-to-door handle with trucks and autos, and at elevated portions of such bridges, subject to wind gusts that create dangerous loss of control and potential collisions with vehicles.

Numerous best practice design standards at the national/federal levels (USDOT, AASHTO, etc.) repeatedly recommend the incorporation of bicycle-pedestrian accommodations within such infrastructure--and in fact, numerous bridge projects around the U.S either have or are about to have such accommodations.

Two major, creative examples in Indiana and Kentucky are the previously-mentioned reconstruction of the historic U.S. 421 bridge over the Ohio between Madison, Indiana and Milton, Kentucky with its new separate bicycle-pedestrian features, and, the recently-constructed George Rogers Clark Bridge over the Ohio ("East End Bridge") connecting the east suburbs of Jeffersonville IN and Louisville, and also with a separate multi-use pathway to be connected to local trails. ***Given the national and international implications of Interstate-69, we ask the same for the I-69 bridge.***

Indiana Trails notes that the Sagamore Parkway Bridge over the Wabash River between Lafayette IN and W. Lafayette has been reconstructed to include a new separate multi-use pathway intended to connect with local trails, as is the case with the U.S. 150 bridge in downtown Terre Haute.

A new car/truck-only bridge between Evansville and Henderson will not only perpetuate auto dependency and traffic congestion--a stated concern of USDOT--but will add to air pollution in the Ohio River Valley, which is historically prone to heightened particulate emissions levels,

Working Statewide for Better Bicycling

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info@rideillinois.org

www.rideillinois.org



depending upon seasons and weather conditions--and restrict mobility of citizens using non-motorized means of transport in Kentucky and Indiana, and those touring our states from other regions of the U.S. Tourist access to dozens of amenities on both sides of the Ohio River will be hampered, and it will be harder to reach not only Evansville/Henderson, but also U.S. Bicycle Route #76, and, ironically Kentucky's original "Trail Town" of Dawson Springs.

A brand new \$1.5 billion bridge with no bicycle/pedestrian accommodation makes a sad statement to thousands of cyclists and walkers/hikers: "You aren't that important." (Particularly in light of the \$1.1 billion cost of the Louisville East End Bridge.) Furthermore, the lack of bike/ped access essentially forces one to travel across the bridge by motor vehicle. Climate change and adult and childhood obesity are two major issues that require collective action. Providing infrastructure so that cyclists and pedestrians can safely cross the Ohio River along I-69 is both practical and logical. We urge the Federal Highway Administration to incorporate bike/ped infrastructure into this project.

As one coordinator of a new statewide trail in Indiana stated matter-of-factly, ***"Shouldn't every bridge have bike and hike accommodations?"***

Users of bicycle-pedestrian pathways around the U.S. are increasing in quantity as the numbers of trails and greenways are on the upswing. (Along with said budgets). During the Covid-19 pandemic, bicycle sales have gone through the roof, and trails have been forced to close due to overwhelming popularity. Preventing pathway users from safely crossing major waterways in population centers runs counter to the increased citizen use of such corridors that we see, and counter to the public pronouncements by Kentucky and Indiana promoting outdoor exercise, tourism, local economic development, physical, mental and emotional health, and the interconnectedness and accessibility of trails and pathways.

We ask that adequate safe bicycle-pedestrian facilities be included in the final design of the I-69 bridge in accordance with best practice design standards recommended nationally, and in accordance with multiple other successful bridge bike-ped projects nationwide.

Working Statewide for Better Bicycling

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We hereby request that Kentucky and Indiana halt planning for I-69 ORX until the partnership examines all bicycle-pedestrian accommodations on major bridge structures in the U.S. and North America whereby such accommodations have already been put in place, or are in various stages of planning.

If citizens can cross numerous major bridges along Virginia, Missouri, Kansas or Oregon waterways on protected pathways, then surely Indiana and Kentucky citizens--as well as our out-of-state visitors--deserve as much and more.

Thank you for your immediate attention and very best regards.

Respectfully submitted,

Dave Simmons
Executive Director, Ride Illinois

Cc: Mayela Sosa, Administrator, FHWA



Below is a partial list of tourism amenities near Evansville IN and Henderson KY within range of the ORX-69 Bridge that are of potential interest to bicyclists and pedestrians. Numerous recreational and historic sites too numerous to mention are not included on this list:

Indiana:

Downtown Evansville
Angel Mounds St. Historic Site
Evansville Trails
Warrick Trails
LST-325 Ship
Burdette Park
O'Day Discovery Lodge
Eagle Slough Nature Preserve
Ashumbala Nature Preserve
University of Evansville
University of Southern Indiana
Mesker Park Zoo/Amphitheater
Wesselman Park and Woods
American Discovery Trail
U.S. Bicycle Route #37
New Harmony State Historical Site
Harmonie State Park
Hovey Lake State Fish/Wildlife Area
Lincoln Boyhood National Memorial
Lincoln State Park
Holiday World
Interlake State Recreation Area
Blue Grass State Fish/Wildlife Area
Oakland City University
Ohio River Scenic Railway
Ohio River Scenic Byway

Working Statewide for Better Bicycling

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Kentucky:

J.J. Audubon State Park
J.J. Audubon Nature Preserve
Audubon Wetlands Trail
Downtown Henderson
Green River State Forest
Ellis Park
Deer Creek Lodge
Sebree Spring Park
Farmer and Frenchman Winery
Lake Venus
Higginson-Henry Wildlife Management Area
Henderson Community College
Murray State U.--Henderson
Earle C. Clements Job Corps Center
Columbia Sportswear Distribution Center
Dawson Springs, Kentucky's first "Trail Town", and Pennyrile Forest State Resort Park are approximately one hour south
U.S. Bicycle Route #76 , the TransAmerica/BikeCentennial Route, traverses Kentucky east-west crossing I-69 at Sebree, 19 miles south of Henderson
U.S. Bicycle Route #23 travels south from #76.
Underground Railroad Route--Adventure Cycling Association (ACA)
Madisonville Community College
Glema Mahr Center for the Arts

Working Statewide for Better Bicycling

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INDIANA TRAILS COMMUNITY
1060 North Capitol Avenue, Suite C-130
Indianapolis IN 46204-1086
(317) 237-9348
trails@indianatrails.com
www.IndianaTrails.com
Facebook @IndianaTrails

Interstate 69 Evansville IN-Henderson KY Bridge

Attn: Mr. Jim Poturalski, Project Leader, Indiana DOT
Ohio River Crossing I-69 ORX

Attn: Mr. Marshall Carrier, KYTC Project Manager
Ohio River Crossing I-69 ORX

1970 Barrett Ct. Ste. 100
Henderson KY 42420

Dear Gentlemen:

We, at Indiana Trails and our partner group, Better Transit Now, are writing to you at the recommendation of Administrator Mayela Sosa of the Indiana office of the Federal Highway Administration. ***The purpose of this letter is to call your attention to serious issues pertaining to the planned Interstate 69 bridge over the Ohio River between Henderson, Kentucky and Evansville, Indiana.***

Indiana Trails has been involved in railbanking, advocating for trails, bicycle-pedestrian facilities, active transportation planning, planning statewide routes, multimodal connections and trail building throughout Indiana since 1987.

We are launching a campaign to include separated, protected bicycle-pedestrian multi-use pathways on the proposed \$1.5 billion Interstate-69 Bridge Project (I-69 ORX) between Evansville and Henderson--just as we see on dozens of other major bridges around North America.

As far back as 2006, there were 22 documented interstate highway bridges in the United States with protected bicycle-pedestrian accommodations, per the League of American Bicyclists and the Missouri Bicycle & Pedestrian Federation. Our research shows many additions to that list in 2020 in the form of interstate and non-interstate major bridges.

Surveying American bridges, we find major structures of varying designs with protected multi-use pathways in places like Charleston SC, Cincinnati, Pittsburgh, St. Louis, Kansas City, Detroit, Tennessee-Arkansas, Virginia Beach/Norfolk, Portland OR, New York, Montreal, the Virginia Capital Trail, San Francisco-Oakland, West Newton PA, and elsewhere.

Indiana Trails is now asking for your attention in re-assessing one of the most expensive public works projects in recent Indiana-Kentucky history. This re-assessment is requested in the name of ***safety and for ease-of-access to non-motorized travelers*** crossing the Ohio River.

We understand that current planning for the bridge ***does not*** include the presence of safe, separate, protected bicycle/pedestrian accommodations adjoining the bridge structure and its approaches, and there is minimal indication that participating state departments of transportation have thoughtfully, proactively, aggressively advocated for such accommodations—such as they did in the case of the Madison-Milton U.S. 421 Bridge, or the Louisville-Jeffersonville East End George Rogers Clark Bridge. ***(These are two milestone accomplishments, of which Indiana and Kentucky should be justifiably proud!)***

Rather, plan alternatives suggest car/truck-only utilization of the planned bridge, and of any remaining of the two currently-existing older U.S. 41 bridges. This is in contrast to dozens of designs nationally where we see that interstates, freeways and major thoroughfares have separate, protected bike-ped accommodations on bridges.

Current planning for the I-69 bridge flies in the face of multiple design/construction recommendations nationally.

As national tourist travel routes such as the US Bicycle Route System #37 from Chicago to Kentucky and points south—and Adventure Cycling Association routes, along with a possible connector to the American Discovery Trail—consider limited safe ways to cross the Ohio River in Southwest Indiana and Western Kentucky, decisions must be made in terms of which routes to recommend to travelers. Difficulties in safely crossing the Ohio between Louisville and the Mississippi River present obvious barriers to bicycle tourists, as well as to local and visiting pedestrians. Placing bicyclists and pedestrians upon older-style bridges such as those west of Louisville puts them shoulder-to-door handle with trucks and autos, and at elevated portions of such bridges, subject to wind gusts that create dangerous loss of control and potential collisions with vehicles.

Numerous best practice design standards at the national/federal levels (USDOT, AASHTO, etc.) repeatedly recommend the incorporation of bicycle-pedestrian accommodations within such infrastructure—and in fact, numerous bridge projects around the U.S either have or are about to have such accommodations.

Two major, creative examples in Indiana and Kentucky are the previously-mentioned reconstruction of the historic U.S. 421 bridge over the Ohio between Madison, Indiana and

Milton, Kentucky with its new separate bicycle-pedestrian features, and, the recently-constructed George Rogers Clark Bridge over the Ohio ("East End Bridge") connecting the east suburbs of Jeffersonville IN and Louisville, and also with a separate multi-use pathway to be connected to local trails. ***Given the national and international implications of Interstate-69, we ask the same for the I-69 bridge.***

Further, we see that the Sagamore Parkway Bridge over the Wabash River between Lafayette IN and W. Lafayette has been reconstructed to include a new separate multi-use pathway intended to connect with local trails, as is the case with the U.S. 150 bridge in downtown Terre Haute.

A new car/truck-only bridge between Evansville and Henderson will not only perpetuate auto dependency and traffic congestion—a stated concern of USDOT—but will add to air pollution in the Ohio River Valley, which is historically prone to heightened particulate emissions levels, depending upon seasons and weather conditions—and restrict mobility of citizens using non-motorized means of transport in Kentucky and Indiana, and those touring our states from other regions of the U.S. Tourist access to dozens of amenities on both sides of the Ohio River will be hampered, and it will be harder to reach not only Evansville/Henderson, but also U.S. Bicycle Route #76, and, ironically Kentucky's original "Trail Town" of Dawson Springs.

A brand new \$1.5 billion bridge with no bicycle/pedestrian accommodation makes a sad statement to thousands of cyclists and walkers/hikers: "You aren't that important." (Particularly in light of the \$1.1 billion cost of the Louisville East End Bridge.)

As one coordinator of a new statewide trail in Indiana stated matter-of-factly, ***"Shouldn't every bridge have bike and hike accommodations?"***

Users of bicycle-pedestrian pathways around the U.S. are increasing in quantity as the numbers of trails and greenways are on the upswing. (Along with said budgets). During the Covid-19 pandemic, bicycle sales have gone through the roof, and trails have been forced to close due to overwhelming popularity. Preventing pathway users from safely crossing major waterways in population centers runs counter to the increased citizen use of such corridors that we see, and counter to the public pronouncements by Kentucky and Indiana promoting outdoor exercise, tourism, local economic development, physical, mental and emotional health, and the interconnectedness and accessibility of trails and pathways.

We ask that adequate safe bicycle-pedestrian facilities be included in the final design of the I-69 bridge in accordance with best practice design standards recommended nationally, and in accordance with multiple other successful bridge bike-ped projects nationwide.

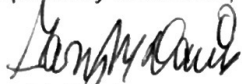
We hereby request that Kentucky and Indiana halt planning for I-69 ORX until the partnership examines all bicycle-pedestrian accommodations on major bridge structures in the U.S. and

North America whereby such accommodations have already been put in place, or are in various stages of planning.

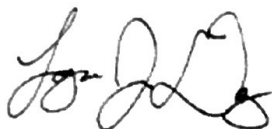
If citizens can cross numerous major bridges along Virginia, Missouri, Kansas or Oregon waterways on protected pathways, then surely Indiana and Kentucky citizens—as well as our out-of-state visitors—deserve as much and more.

Thank you for your immediate attention and very best regards.

Respectfully submitted,



Gary M. Davis
General Manager, Indiana Trails



Logan Day
Community Relations Coordinator, Better Transit Now

Cc: Mayela Sosa, Administrator, FHWA

Below is a partial list of tourism amenities near Evansville IN and Henderson KY within range of the ORX-69 Bridge that are of potential interest to bicyclists and pedestrians. Numerous recreational and historic sites too numerous to mention are not included on this list:

Indiana:

Downtown Evansville
Angel Mounds St. Historic Site
Evansville Trails
Warrick Trails
LST-325 Ship
Burdette Park
O'Day Discovery Lodge
Eagle Slough Nature Preserve
Ashumbala Nature Preserve
University of Evansville
University of Southern Indiana
Mesker Park Zoo/Amphitheater

Wesselman Park and Woods
American Discovery Trail
U.S. Bicycle Route #37
New Harmony State Historical Site
Harmonie State Park
Hovey Lake State Fish/Wildlife Area
Lincoln Boyhood National Memorial
Lincoln State Park
Holiday World
Interlake State Recreation Area
Blue Grass State Fish/Wildlife Area
Oakland City University
Ohio River Scenic Railway
Ohio River Scenic Byway

Kentucky:

J.J. Audubon State Park
J.J. Audubon Nature Preserve
Audubon Wetlands Trail
Downtown Henderson
Green River State Forest
Ellis Park
Deer Creek Lodge
Sebree Spring Park
Farmer and Frenchman Winery
Lake Venus
Higginson-Henry Wildlife Management Area
Henderson Community College
Murray State U.—Henderson
Earle C. Clements Job Corps Center
Columbia Sportswear Distribution Center
Dawson Springs, Kentucky's first "Trail Town", and Pennyrile Forest State Resort Park are approximately one hour south
U.S. Bicycle Route #76 , the TransAmerica/BikeCentennial Route, traverses Kentucky east-west crossing I-69 at Sebree, 19 miles south of Henderson
U.S. Bicycle Route #23 travels south from #76.
Underground Railroad Route—Adventure Cycling Association (ACA)
Madisonville Community College
Glema Mahr Center for the Arts

E V A N S V I L L E
TRAILS
C O A L I T I O N

September 29, 2020

Governor Eric Holcomb, State of Indiana
Office of the Governor, Statehouse
200 W. Washington St., Rm. 206
Indianapolis IN 46204-2797

Governor Andy Beshear, State of Kentucky
700 Capitol Avenue, Suite 100
Frankfort KY 40601

RE: I-69 Bridge ORX Project/Highway 41 Bridges

Dear Governor Holcomb and Governor Beshear:

We have witnessed unprecedented increases in outdoor activities by Indiana and Kentucky community members, since the Covid-19 pandemic quarantine period. Urban hikers/pedestrians and bicyclists have found solace and comfort on trails, bicycle routes, and alternative pathways for physical, mental and emotional health.

Active transportation and recreation ways are important community infrastructure resources for health, wellness, and alternative travel means, but has often been overlooked when infrastructure improvements are planned, or designed. Pedestrians and bicyclists use active transportation as a way to get from one place to another. A prime example of this is community members and trail and bike route tourists who move easily over the Ohio River at Historic Madison, Indiana to Milton, and Kentucky on separated and protected multi-use pathways, side-by-side with the U.S. 421 bridge area.

At Jeffersonville, Indiana to Louisville, Kentucky, pedestrians and bicyclists have the opportunity to cross over the Ohio River on the separated and protected multi-use pathways at the Lewis and Clark, East End Bridge and the beautiful Big Four Bridge, now being utilized by community members and visitors alike, as it has become a travel destination and tourist attraction. It is a different scenario west of the Louisville to Indiana, Clark, Floyd counties metro area and the Mississippi River, there is no existing Ohio River crossing that is safe for pedestrians and bicyclists, except for a small ferry option between KY 91 and Southern Illinois. The dozens of popular recreation areas, travel destinations and tourist attractions in Southwest Indiana and Northwest Kentucky attract tourists and visitors from across the nation, including local and national hikers and touring cyclists that utilize the local, regional and national trails and bicycle routes that intersect and converge in the area.

The U.S. Bicycle Route #76, currently mapped, Virginia-Colorado, is a visionary east to west transcontinental route and intersects through Kentucky south of Evansville and Henderson. Several U.S. Bicycle Route System corridors are expected to intersect nearby, such as The U.S. Bicycle Route System #37, which travels south from Chicago to Indianapolis to Evansville, #35 from Indianapolis to Louisville, and #25 from Cincinnati to Louisville, serve as

a combined corridor leading to the Gulf of Mexico. Preventing pedestrians and bicyclists from crossing the Ohio River at Evansville and Henderson not only disrupts active transportation and recreation of local community members, but also disrupts national trails and bicyclists networks.

Important to note, is that those of us who advocate for separated and protected pedestrian and bicycle lanes on the I69 ORX Bridge will utilize the crossing by bringing the U.S. Bicycle Route #37 from Chicago to Evansville, to Henderson and southward to connect with United States Bicycle Route #76 at Sebring, KY—this route currently provides a base pedestrian and bicyclist accommodation eastward, to Virginia to the Atlantic, and westward to Kansas, planned to the Pacific. In addition, The American Discovery Trail is mapped through the southside of Evansville, IN, connects eastward from Cincinnati and Delaware to Atlantic, connecting westward from St. Louis and California/Pacific and currently provides a base pedestrian and bicyclist route north of the Ohio River.

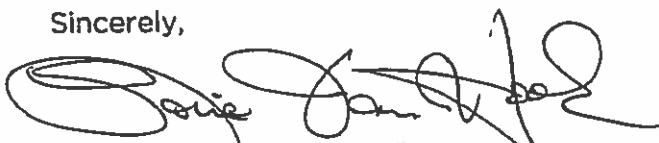
By means of the east to west foundations and the north to south I69 ORX link, establishing this route will attract the United States Bicycle Route System #35 from Louisville through the I69 ORX Junction to the Mississippi River and to the Gulf of Mexico. This will draw The ACA Underground Railroad Route prospectively from the Gulf of Mexico through the I69 ORX Bridge, advancing on to Detroit and Canada. The United States Bicycle Route System #25 is within the list of attractions from Cincinnati and Louisville this way. The United States Bicycle Route Systems will be approved by local governments, as will the American Discovery Trail through Southern Indiana, and likely the Underground Rail Road. As a result, the I69 ORX accommodation for pedestrians and bicyclists is IMPERATIVE in providing safety and convenience for hike and bike passage.

Currently, in the Evansville, Indiana to Henderson, Kentucky area, there exists a present opportunity to prevent this unnecessary barrier to active transportation, recreation, and tourism development over the Ohio River. Design planning is in progress for the new Interstate 69 Bridge, meant to replace one or both of the U.S. Highway 41 bridges.

We call on you, Governor Holcomb and Governor Beshear, to advocate on behalf of pedestrians and bicyclists, active transportation and environmentally-friendly access to the Ohio River bridges at Evansville and Henderson, by advocating for and requiring that physically separated, protected, and safe multi-use pathways be incorporated into Interstate 69 Bridge structure design plans at Evansville and Henderson. This is not a new concept, as mentioned above, and is in fact in existence around the U.S. at many major prominent bridge locations—there are many examples available upon your request.

I appreciate your attention to this very important issue concerning pedestrians and bicyclists in the Indiana and Kentucky area, as well as, regional and national adventure visitors and tourists. If you have questions, or comments, please contact me directly at (812) 319-3496.

Sincerely,

A handwritten signature in black ink, appearing to read "Lorie Van Hook", written over a horizontal line.

Lorie Van Hook, Executive Director
Evansville Trails Coalition

Steve Austin, Mayor

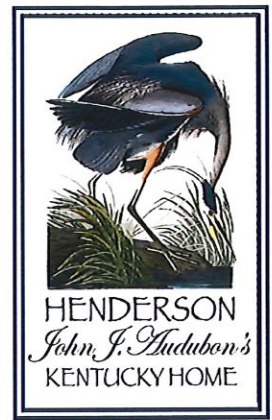
Commissioners:
Robert N. Pruitt
Bradley S. Staton
Rodney Thomas
Austin P. Vowels



The City of Henderson

P.O. Box 716
Henderson, Kentucky 42419-0716

William L. "Buzzy" Newman, Jr., City Manager
Dawn S. Kelsey, City Attorney
Maree Collins, City Clerk
Donna Stinnett, Public Information Officer/Community Relations Manager



March 19, 2021

Mr. Daniel Corbin
Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

RE: I-69 Ohio River Crossing Project
Merrill Way Trail

Dear Mr. Corbin:

On behalf of the City of Henderson, I would like to thank you for your ongoing coordination with regards to the I-69 Ohio River Crossing (ORX) Project. This is an important project to the City and its future, and we appreciate your commitment to making it a success for the community.

As you requested, I am submitting this letter regarding the Merrill Way Trail and whether it represents a significant recreation resource for the City. The trail is a shared-use path approximately 0.75-mile-long that connects Barrett Boulevard, near Walmart, to Kimsey Lane. It was constructed on private land within the Merrill Place subdivision by Henderson County with funding from coal severance taxes. The City of Henderson annexed this area from the County several years ago and has assumed the County's easement to maintain the trail.

Based on discussion with the I-69 ORX project team, the southern end of the trail would be impacted by construction of the project, but would be connected to the relocated Kimsey Lane, restoring its original function.

Current use of the trail is low due to its short length and lack of connectivity to other bicycle and pedestrian facilities. At this time there are no plans for the extension of this trail, nor dedicated funds to do so. As a result, the City of Henderson does not consider the trail to be a significant recreation resource.



Mr. Daniel Corbin
March 19, 2021
Page Two

The City looks forward to continued cooperation with the I-69 ORX project team on the project.

Sincerely,

A handwritten signature in black ink, appearing to read "William L. Newman, Jr.", with a stylized flourish at the end.

William L. "Buzzy" Newman, Jr.
City Manager

/dmc

Name	Date Time	Caller Name	MESSAGE
PIL 0099-Thanks for Support-.xml	3/3/2017 7:00	Mitchell Marsh (Visitor F	<p>Message: Thanks Chris for supporting this. (Message apparently geared toward Chris Cooke, a member of the RCAC who often shares our FB posts. I-69 ORX liked the comment from M. Marsh.</p> <p>Dear Vernon,</p> <p>Thank you for inquiring about the I-69 Ohio River Crossing project. Indiana and Kentucky have reinitiated a study of the corridor under the National Environmental Policy Act, which will help determine the route, bridge locations and financing solutions to move the project from conversation to construction. While the study includes preliminary engineering, the final bridge type and aesthetics won't be determined for some time.</p> <p>We just launched our project website – www.I69OhioRiverCrossing.com. There is a place to sign up for an e-newsletter and/or texts if you'd like to stay informed about the project. We also have Twitter @I69ORX and Facebook /I-69 Ohio River Crossing if you're interested.</p> <p>Please let me know if you have any other questions.</p> <p>Sincerely, Erin Pipkin</p> <p>Original email:</p> <p>What the future of I69 Bridge look like.</p> <p>With the Highway 41 down one lane and 3 or 4 mile backups 50% of time, we look forward to something better.</p> <p>Vernon R. Ballew</p>
PIL 0006--.xml	3/9/2017 21:46	Vernon Ballew	<p>Message: Is this going to affect the Twin Bridges with construction, or are they going to be replaced and is I-69 going to run through the 41 strip?</p> <p>Answer provided: It's very early in the process, with lots of work to come. A short list of alternatives is expected later this summer. The study will consider the future of the Twin Bridges. Thanks for your interest. We'll keep you posted on progress.</p>
PIL 0100-Twin Bridges-.xml	4/15/2017 12:00	Sherry Benzel (Visitor Pc	<p>Noel Canlas</p> <p>Now that VP Pence, Se. McConnell & Sec. Chao are in powerful positions, will that help facilitate the construction of I-69 bridge?</p> <p>Response:</p> <p>Dear Noel, Thank you for your message. Last summer, Governors Bevin and Pence committed funding to advance the current phase of project development. The states have reinitiated a study of the corridor under the National Environmental Policy Act, which will help determine the route, structure locations and financing solutions to move the project from conversation to construction.</p> <p>If you haven't already signed up, you can receive regular updates on the project via Twitter, Facebook, our e-newsletter and text message. [Hyperlinks will be provided.]</p> <p>Thanks again,</p> <p>Erin Pipkin</p>
PIL 0010-construction of I-69 bridge_-.xn	4/16/2017 11:23	Noel Canlas	

<p>PIL 0008-WFIE's Transmitter site -.xml</p>	<p>On April 17, 2017 at 4:17 PM Bobby Barnett, Bobby wrote: Info, At one time 2 of the possible routes crossed WFIE's Transmitter site on Wolf Hill's in Henderson, Ky. It crossed the towers guy wires. See attached study. Take note of Figure ES-1. The property outlined in yellow, shaped like an odd looking gun with a tail to the river at the top right of Figure ES-1, is WFIE/Raycom Media property. Yellow route and red route on the top right is of concern. Alternative 1, 1A and Preferred routes. Any info you can provide will help with tower replacement, if necessary. Thanks Bobby Barnett Director of Technology WFIE-TV 1115 Mt. Auburn Rd. Evansville, IN. 47720 Main: 1-812-426-1414 ext. 401 Direct: 1-812-433-3401 Cell: 1-812-455-1272 E-Fax: 1-334-956-0416 Response from Erin Pipkin: Thank you for your message, Bobby. I'm going to reach out to the engineers on the team and will get an answer to you soon. Thank you, Erin Pipkin</p> <p>Response from Bobby Barnett: Thanks. I've attached one of the handouts from the recent Henderson, Ky local meeting that shows Central Corridor 1 and Central Corridor 2 routes that cross WFIE's tower site. I've yellow highlighted the site and added a sticky note. The clearing that looks like a Y. Tower guy wires. WFIE's Legal counsel was at the meeting as well and spoke with Ken Sperry and Steve Nicaise about the situation.</p>
<p>PIL 0039-April 2017 Henderson Open Ho</p>	<p>4/17/2017 16:17 Bobby Barnett</p> <p>I live elsewhere, but cross the existing US 41 bridges frequently. Do you or your family own property along any of the broad alternatives being considered? Yes. Central Corridor 1 & 2 Do you think there are other significant factors the Project Team should consider? Central Corridor routes will cross WFIE tower. INPSC is also a tenant. What factors are important to you? Keeping WFIE on the air.</p>
<p>PIL 0040-April 2017 Henderson Open Ho</p>	<p>4/18/2017 0:00 Bobby Barnett dba WFIE</p> <p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No.</p>
<p>PIL 0041-April 2017 Henderson Open Ho</p>	<p>4/18/2017 0:00 Brad Ayeve</p> <p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? West routes would be a disaster. Take heavy truck traffic off existing bridges. Set toll to also generate funds to maintain existing bridges. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central Corridor 1: less expensive, connect with existing businesses along 41 N. Has exit at Zion Rd. which is a gateway to the city of Henderson. What factors are important to you? Note above. Safety, travel time, congestion, low property impact on central 1.</p>
<p>PIL 0042-April 2017 Henderson Open Ho</p>	<p>4/18/2017 0:00 Steve Austin</p> <p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. Central2 and East Do you think there are other significant factors the Project Team should consider? Keep one of the existing Ohio River Bridges. We need redundancy just like Louisville & Cincinnati. Enjoy. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central Corridor 1 Central Corridor 2 East</p>
<p>PIL 0042-April 2017 Henderson Open Ho</p>	<p>4/18/2017 0:00 Jerry Smith</p>

PIL 0043-April 2017 Henderson Open Ho	4/18/2017 0:00 Gene Warren Jr.	<p>I live elsewhere, but cross the existing US 41 bridges frequently. Do you or your family own property along any of the broad alternatives being considered? Yes. Central Corridor 1</p>
PIL 0044-April 2017 Henderson Open Ho	4/18/2017 0:00 Donna Stinnett	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? Interchange for KY 351. City of Henderson has been planning for this to be a gateway corridor into downtown, including a zoning district. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central Corridor 1 seems to solve many concerns. What factors are important to you? Have an alternative to crossing the river without traveling to Owensboro.</p>
PIL 0045-April 2017 Henderson Open Ho	4/18/2017 0:00 Tammy Martin	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. West Corridor 1 A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central is closer to be done but I would hate to lose the twin bridges. Prefer the East corridor. What factors are important to you? The less homes to be impacted, the better.</p>
PIL 0046-April 2017 Henderson Open Ho	4/18/2017 0:00 James Martin	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. West Corridor 1 A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central is cheaper to complete but prefer East. What factors are important to you? Survival of the city that will be cut off from the interstate.</p>
PIL 0047-April 2017 Henderson Open Ho	4/18/2017 0:00 Dorsey Ridley	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No Do you think there are other significant factors the Project Team should consider? ADD ZION RD EXIT A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? ADD ZION RD EXIT What factors are important to you? ADD ZION RD EXIT</p>
PIL 0048-April 2017 Henderson Open Ho	4/18/2017 0:00 Connie Grossman	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? I prefer the West 1 to keep the HWY 41N strip business in the "line of site"</p>
PIL 0049-April 2017 Henderson Open Ho	4/18/2017 0:00 Brent Jackson	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Drone video footage of proposed path. Post video footage on website. What factors are important to you? Finding Indian burial sites.</p>

PIL 0050-April 2017 Henderson Open Ho	4/18/2017 0:00 Ruth Scott	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>East corridor is a very long distance with bridges for 2 rivers.</p> <p>What factors are important to you?</p> <p>Cost, homes, farms disrupted.</p>
PIL 0051-April 2017 Henderson Open Ho	4/18/2017 0:00 Johnny Boucherie	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central 1 & 2 East.</p> <p>What factors are important to you?</p> <p>Build the bridge and toll all of the current one's also.</p>
PIL 0052-April 2017 Henderson Open Ho	4/18/2017 0:00 Michael Russ	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>How will it affect existing business along existing 41 strip in Henderson?</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Central 2 seems less disruptive – east is too far also.</p> <p>What factors are important to you?</p> <p>Potential impact to homes business and natural resources.</p>
PIL 0053-April 2017 Henderson Open Ho	4/18/2017 0:00 Sherry Russ	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p>
PIL 0054-April 2017 Henderson Open Ho	4/18/2017 0:00 Randall Jenkins	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. West 1 & 2 Central</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Use existing roads as much as possible</p> <p>What factors are important to you?</p> <p>No toll roads.</p>
PIL 0055-April 2017 Henderson Open Ho	4/18/2017 0:00 Janice Beals	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>No</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I think if you keep changing the route, the job is never going to get done.</p> <p>What factors are important to you?</p> <p>We have already spent enough time and money just build and get the road done.</p>
PIL 0056-April 2017 Henderson Open Ho	4/18/2017 0:00 Richard Beals	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2</p> <p>Do you think there are other significant factors the Project Team should consider? No</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Stay with the original approved route</p> <p>What factors are important to you?</p> <p>We have already too much money, just get the bridge done.</p>

<p>PIL 0057-April 2017 Henderson Open Ho 4/18/2017 0:00 David McAdams</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2 East Do you think there are other significant factors the Project Team should consider? Home owner property values. Noise factors for residential areas. Most economical route, east corridor looks most costly. Must cross 2 rivers RR & 2 major Hwy's – too many overpasses. 2 bridges. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? West Corridor 1 & 2 would cause least amount of disruption & property devaluation to residential tax payers. Traffic flow already exists along these corridors. West corridor 1 looks best to me. What factors are important to you? Impact to home owners/tax payers. Impact to farm land/owners. I believe tolling would be fine to help pay for this project as long as tolls are discontinued when project is paid for.</p>
<p>PIL 0058-April 2017 Henderson Open Ho 4/18/2017 0:00 Steven Rice</p>	<p>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? No. Do you think there are other significant factors the Project Team should consider? Central 2 and East make the most sense to me. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? East would take traffic in a more direct route for thru traffic.</p>
<p>PIL 0059-April 2017 Henderson Open Ho 4/18/2017 0:00 Gary Beasley</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? No. Get started. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? I think central corridor 2 is the best. What factors are important to you? I think the twin bridges should be kept. They would have less traffic, therefore would last longer.</p>
<p>PIL 0060-April 2017 Henderson Open Ho 4/18/2017 0:00 Martha Boucherie</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2 East Do you think there are other significant factors the Project Team should consider? Making a toll road to assist with cost. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Prefer central 2 first then central 1 What factors are important to you? Not East corridor d/t flood area & 2 rivers to cross.</p>
<p>PIL 0061-April 2017 Henderson Open Ho 4/18/2017 0:00 Elizabeth Kelsey</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. Central 1 Do you think there are other significant factors the Project Team should consider? The Central Corridor will allow Henderson to benefit from I-69 through Second Street with avoiding putting too much traffic on the 41 strip. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? The East Corridor will not benefit the City of Henderson at all. The West corridor will put too much stress on 41 which is already overburdened. What factors are important to you? 1) financial feasibility- we believe in tolls! 2) provide more traffic-people coming into City of Henderson 3) Quickest build! We need the bridge as soon as possible! 4) Avoid homes</p>

PIL 0062-April 2017 Henderson Open Ho	4/18/2017 0:00 Bryant Woodard	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>US 41 has heavy traffic more so during school.</p>
PIL 0063-April 2017 Henderson Open Ho	4/18/2017 0:00 Robert Reid	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>I don't think either of the west corridors should be considered. There is already too much congestion there and lengthy construction project would make it worse.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I assume w/Central Corridor 1 the interchanges w/Zion Road (351) and the Audubon Parkway would have to be reconfigured.</p> <p>What factors are important to you?</p> <p>The fastest and most economic path – which I believe would likely be central 1 or 2</p>
PIL 0064-April 2017 Henderson Open Ho	4/18/2017 0:00 Sharlene Hopewell	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>What I seen was okay.</p>
PIL 0065-April 2017 Henderson Open Ho	4/18/2017 0:00 Anonymous	<p>I live elsewhere, but cross the existing US 41 bridges frequently.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p>
PIL 0066-April 2017 Henderson Open Ho	4/18/2017 0:00 John Wilkey	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central 2</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Look at lowest cost alternatives.</p>
PIL 0067-April 2017 Henderson Open Ho	4/18/2017 0:00 Tom Davis	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>With the continued problem of \$\$\$ available, I hope full consideration is given to the most economical way to complete this that will satisfy long term growth.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Central Corridor 1 meets all criteria especially cost.</p> <p>What factors are important to you?</p> <p>All of the above but with the time this has taken and the delays caused by \$\$\$ availability it should be of utmost consideration.</p>
PIL 0068-April 2017 Henderson Open Ho	4/18/2017 0:00 Bruce S. Farmer	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Ease of North-South travel, without congesting current local travel and commerce.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I think central corridor is the best. #2 would be my first choice but it would need a Zion road interchange. #1 would be a second choice.</p> <p>What factors are important to you?</p> <p>All of these.</p>

<p>PIL 0069-April 2017 Henderson Open Ho 4/18/2017 0:00 Janice Wilson</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? 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. What factors are important to you? Being able to use the road. I would in downtown Evansville and the far east route and central 2 would never be used by people living in Henderson (city) and would hurt businesses.</p>
<p>PIL 0070-April 2017 Henderson Open Ho 4/18/2017 0:00 Dickie & Pam Johnson</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? Yes. East Do you think there are other significant factors the Project Team should consider? Exchange on 351 A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Central 2 What factors are important to you? Less impact to individual homes.</p>
<p>PIL 0071-April 2017 Henderson Open Ho 4/18/2017 0:00 Richard Schofield</p>	<p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? 6 lanes not 4 Hwy 351 interchange Henderson Bypass Questions: No toll? Blue Bridge? 231 Bridge? Tear down bridges? A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? East Best - #1, Central 1 & 2 - #2 West 1 & 2 - worst What factors are important to you? The future Links to Illinois/Harrisburg – Morganfield – Henderson By pass Traffic current 40,000 Avg. – will increase Maintenance of current and future.</p>
<p>PIL 0072-April 2017 Henderson Open Ho 4/18/2017 0:00 Trwitt Clements</p>	<p>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? No. Do you think there are other significant factors the Project Team should consider? The project needs to be done.</p>

PIL 0009-Bridge design-.xml	4/18/2017 15:18 John Aldenderfer	<p>Dear John,</p> <p>Thank you for your message.</p> <p>Thanks to the diligence of previous and current administrations, Indiana and Kentucky are now well on their way to completing I-69 in their respective states, and the Ohio River Crossing is one of the last remaining pieces.</p> <p>While the study includes preliminary engineering, the final bridge type and aesthetics won't be determined for some time. I've shared your comments with the Project Team for their consideration as the project advances.</p> <p>If you'd like to receive regular updates about the project, and haven't already signed up, I encourage you to connect via Twitter, Facebook, e-newsletter and text messaging.</p> <p>Please let me know if you have any additional questions or comments.</p> <p>Sincerely, Erin Pipkin</p> <p>On April 18, 2017 at 3:18 PM john aldenderfer <jaldenderfer@gmail.com> wrote:</p> <p>Good afternoon,</p> <p>My only thoughts on the proposed bridge between Indiana and Kentucky is that it needs to be a noteworthy and memorable structure rather than simply a functional one.</p> <p>I feel we too often sacrifice something to behold and be proud of for a functional quick fix.</p> <p>The best example I can provide is St. Louis, MO. We need something in the vein of the Musial bridge...not the Poplar St. bridge.</p> <p>Thank you for the opportunity to provide input.</p> <p>John Aldenderfer</p>
PIL 0003-Wanted to talk with Project tea	4/19/2017 0:00 Gail Simpson	<p>AS asked for a team member to give him a call. Gary Valentine did so on 4-20-17. Notes from the call:</p> <p>I just spoke with him and explained the process a little. Suggested in no means to stop what he is doing as there are multiple corridors being considered and they are not refined enough to understand property impacts. I also informed him we're 2-3 years away from having an approved location for I69 that would lead to property acquisition. Explained the goal at this stage is to screen down to a manageable number of options and that we would be back out in the public later this summer with that shortlist of options.</p>
PIL 0101-Pedestrian Bike Bridge-.xml	4/19/2017 7:00 Paul Simms (Vistor Post	<p>Message: Please incorporate a pedestrian/bike bridge into this new river crossing. I would love to be able to ride my bike to work in Henderson.</p> <p>Response: Thanks for your input, and for your interest in the project.</p>
PIL 0007-Pedestrian Bike Bridge -.xml	4/19/2017 7:01 Paul Simms	<p>Message Body: As an avid bicycle rider and walker, 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. I would love to be able to ride my bike to work in Henderson in a safe pedestrian crossing. Thank you, Paul Simms</p> <p>Response:</p> <p>Dear Paul,</p> <p>Thank you for your message. The project team has, to date, identified five conceptual corridors for evaluation. As we move through the project development process we will narrow the list of options and further develop design details. Included in that process will be the consideration of the need for and feasibility of providing bicycle and pedestrian access. We will be coordinating with planning officials on both Indiana and Kentucky and will have more information to share with the public later this year.</p> <p>I've shared your comments with the Project Team for their consideration. If you'd like to receive regular updates about the project, and haven't already signed up, I encourage you to connect via Twitter, Facebook, e-newsletter and text messaging.</p> <p>Please let us know if you have any additional questions or comments.</p> <p>Sincerely,</p> <p>Erin Pipkin</p>

PIL 0001---.xml	<p>Has ideas about possible alternatives utilizing 231. Would like to see a bypass come to Henderson to spur economic growth. Wants his grandchildren to have job opportunities here. Amber set up a meeting with J. Lemon, S.Nicaise and G. Valentine for 4-20-2017 at 9 AM in the Evansville office.</p> <p>Gary Valentine's meeting notes:</p> <ul style="list-style-type: none"> · He's not supportive of tolls. Made reference to Owensboro Bridge being built without tolls. Hardship to locals and no-one would use a tolled bridge. · I69 needs 6 lanes. Interstate highways should always be planned for 6 lanes. · West corridors are not viable alternatives. · Indicated Southern Illinois making improvements that someday may lead to a new river crossing tying in with the Henderson Bypass and that the Henderson Bypass should tie into I69 for this reason. · In his opinion, long term, east corridor is best option. · Interchange is needed at Zion Road. · US41 Bridges need to remain in place for local traffic. Older bridge is better bridge. Need at least one bridge. · Existing US41/US60 interchange built in bad material. (Quicksand)
PIL 0002-Wanted Project Survey-.xml	<p>4/19/2017 10:30 Richard (Dick) Schofield</p> <p>Came in Evansville office. Talked with Steve Nicaise. He accidentally picked up surveys at Henderson open house that were already filled out. Wanted project survey. AS emailed survey 4-19-2017.</p>
PIL 0022-April 2017 Evansville Open Hou	<p>4/19/2017 13:00 Chuck Bauer</p> <p>I live in the area Do you or your family own property along any of the broad alternatives being considered? No. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? I thought Central Corridor 2 looks the more promising. Corridors with type bridge would be built. My thought was that a suspension bridge like on I-70 at St. Louis could be best for river traffic.</p>
PIL 0023-April 2017 Evansville Open Hou	<p>4/20/2017 0:00 Jerry Euler</p> <p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? Relief of traffic on twin bridges & Hwy 41 A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Both west corridors are insane. Central corridor #2 best choice. What factors are important to you? Minimal construction time. New bridge. Keep twin bridges open for local/Hwy 41 use.</p>
PIL 0024-April 2017 Evansville Open Hou	<p>4/20/2017 0:00 John Petkusek</p> <p>I live in the area. Do you or your family own property along any of the broad alternatives being considered? No. Do you think there are other significant factors the Project Team should consider? No. A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified? Great choices – Build it! What factors are important to you? Maintaining quality of life while providing necessary infrastructure.</p>
PIL 0024-April 2017 Evansville Open Hou	<p>4/20/2017 0:00 Randy Garrett</p>

PIL 0025-April 2017 Evansville Open Hou	4/20/2017 0:00 Anonymous	<p>I live in the area.</p> <p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Bridge should be built within 5 years not 10.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Corridor 2, put a toll on it.</p> <p>What factors are important to you?</p> <p>Get it done , now!!!</p>
PIL 0026-April 2017 Evansville Open Hou	4/20/2017 0:00 Gene Warren	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central Corridor 1</p> <p>Do you think there are other significant factors the Project Team should consider? Central Corridor #2 offers much better economic development opportunities with more interchanges, and with the route being further east of #1 that slice of additional land will be encouraged for development.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Central #2 bring 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.</p> <p>What factors are important to you?</p> <p>Low cost for central #1. Better location and less congestion on 41 on central #2.</p>
PIL 0027-April 2017 Evansville Open Hou	4/20/2017 0:00 Don Wathen	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central Corridor 1 & 2</p>
PIL 0028-April 2017 Evansville Open Hou	4/20/2017 0:00 Armen Grigorian	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. West Corridor 1 & 2.</p> <p>What factors are important to you?</p> <p>The important factor is the current business n US 41 in Henderson. It would be preferred if bridge is built in the current twin bridge area where the business are effected any other route for new bridge will affect the 41 businesses considerably.</p>
PIL 0029-April 2017 Evansville Open Hou	4/20/2017 0:00 Jessica Myers	<p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>I think it's important to seriously consider looking at where we don't currently have crossings, instead of continuing to push everyone to the same location to cross.</p> <p>What factors are important to you?</p> <p>Access to the bridge. Driving 30 minutes to get to the crossing for some people can take its toll. Then people move out of those areas resulting in economic loss. This shouldn't be just for Evansville and Henderson</p>
PIL 0030-April 2017 Evansville Open Hou	4/20/2017 0:00 John Spaetti	<p>I live elsewhere, but cross the existing US 41 bridges frequently.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>We need this sooner</p> <p>What factors are important to you?</p> <p>Central corridor 2 looks best.</p> <p>Central corridor 1 is next best.</p>

PIL 0032-April 2017 Evansville Open Hou	4/20/2017 0:00 John Hurley	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Warrick County need a crossing. I worked in Henderson and lived in Spencer County. I either had to back track to Owensboro and take Hwy 60 or the Audubon Parkway or fight traffic on US 41. A Warrick crossing would allow easier movement between the states.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Warrick County needs a crossing. This could also alleviate traffic from 41.</p> <p>What factors are important to you?</p> <p>Traffic congestion, access, property impact, economic impact.</p>
PIL 0033-April 2017 Evansville Open Hou	4/20/2017 0:00 John Barrett	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. East</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Environmental impact – not only during construction but once the road is in use (vibration, air pollution, etc.)</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>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.</p> <p>What factors are important to you?</p> <p>Since my home is very close to the proposed northern terminus of the "East corridor" I would hope that consideration will be given to disruption of lives if residential property is taken.</p>
PIL 0034-April 2017 Evansville Open Hou	4/20/2017 0:00 Janet Coleman	<p>I live in the area.</p> <p>What factors are important to you?</p> <p>Will toll continue after I-69 is paid for?</p>
PIL 0035-April 2017 Evansville Open Hou	4/20/2017 0:00 Leslie Elmore	<p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>West corridor has the bridges built plus pedestrian bridge (greenway)</p> <p>What factors are important to you?</p> <p>Tolling</p>
PIL 0037-April 2017 Evansville Open Hou	4/20/2017 0:00 Paul Herring	<p>I live in the area.</p> <p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Cost effective.</p>
PIL 0038-April 2017 Evansville Open Hou	4/20/2017 0:00 Richard and Sue Vernier	<p>I live elsewhere, but cross the existing US 41 bridges frequently.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Mitigation, flood plains will be affected in IN and KY. We request mitigation acreage on Indiana side be purchased for Patoka river NWR. On Kentucky side, consider using mitigation to establish Green River NWR.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Least damaging to Angel Mounds State Historic Site and John James Audubon State Park appears to be Central Corridor#1 & 2. West or East corridors would be costly (Henderson strip & Newburgh)</p> <p>What factors are important to you?</p> <p>Natural resources plus cost and impacts along Henderson strip & to Newburgh. Especially cost & impacts to JJ Audubon State Park and to Angel Mounds.</p>

PIL 0037-Property impact-.xml	4/21/2017 12:45 Scott Raburn	<p>He lives in the area of the proposed 662 interchange of the East Corridor. He was surprised to see this area could be impacted since there is a cemetery, nursing home and apartments not to mention the Angel Mounds Site near by. He just built a new home and does not want it to be impacted by the project. He did not attend the open houses but would like additional information. He plans to visit the Evansville project office for a copy of the survey and map.</p> <p>Dear Curt,</p> <p>Thank you for your email. I've shared your comments with the project team for their consideration. If you have any additional questions or comments, please let me know.</p> <p>Sincerely, Erin Pipkin</p> <p>On April 21, 2017 at 5:36 PM Curt Hammack <hammackgeo@gmail.com> wrote: April 21, 2017</p> <p>Greetings -</p> <p>My vision of Evansville tri-state area a little different than chosen routes.</p> <p>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.</p> <p>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.</p> <p>All the best,</p> <p>Curt Hammack curthammack.webnode.com</p>
PIL 0011-I-69 Routes-.xml	4/21/2017 17:36 Curt Hammack	<p>Dear Lesa,</p> <p>Thank you for your email. I've shared your comments with the project team for their consideration.</p> <p>We are in the early initiation phase of the NEPA study, so exact locations for the corridors have not been defined. The five corridors presented at the April 2017 open houses represent conceptual alignments based on previous studies of the corridor. At this stage, no design work has been completed and our data collection efforts are just beginning. Over the next 3 months, the team will begin to develop and evaluate these alignments further and, this summer, will return to the public with both more information about the alignments as well as our recommendations for which ones warrant further evaluation. While the alignments will still be preliminary at that time, information regarding potential impacts to individual properties will be provided.</p> <p>If you have any additional questions or comments, please let me know.</p> <p>Sincerely, Erin Pipkin</p> <p>On April 22, 2017 at 9:12 AM lesa scott <wordpress@i69ohiorivercrossing.com> wrote:</p> <p>From: lesa scott <noshow1@windstream.net> Subject: East Corridor Phone Number: 812 858-7240 Address: 10622 brookside dr</p> <p>Message Body: I have reviewed the maps, but can't get a exact view of the streets and subdivisions affected coming off I69 and Covert. Is there a more detailed area showing exact streets and homes? I believe mine falls in the projected area. thank you, Lesa</p>
PIL 0016-East Corridor-.xml	4/22/2017 9:12 Lesa Scott	

	<p>Dear Janet,</p> <p>Thank you for your email. I've shared your comments with the project team for their consideration. If you have any additional questions or comments, please let me know.</p> <p>Sincerely,</p> <p>Erin Pipkin</p> <p>On April 22, 2017 at 2:49 PM janpf@aol.com wrote:</p> <p>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!</p> <p>Personally, it looks like the Central Corridor is a no-brainer as the best route.</p> <p>Janet Pfettscher Evansville , Indiana</p>
<p>PIL 0013-Traffic-.xml</p> <p>4/22/2017 14:49 Janet Pfettscher</p>	<p>Dear Amy,</p> <p>Thank you for submitting your comments about the I-69 Ohio River Crossing project.</p> <p>The five corridors presented at the April 2017 open houses represent conceptual alignments based on previous studies of the corridor. At this stage, no design work has been completed and data collection is just beginning. Over the next three months, the team will begin to develop and evaluate these alignments further and, this summer, will return to the public with both more information about the alignments as well as our recommendations for which ones warrant further evaluation. While the alignments will still be preliminary at that time, information regarding potential impacts to individual properties will be provided. The East Corridor was the preferred alternative identified in the 2004 Draft Environmental Impact Statement. A copy of that study is available on our project website at https://i69ohiorivercrossing.com/wp-content/uploads/2017/04/2004-DEIS.pdf.</p> <p>If you haven't already, I encourage you to follow the project via Facebook, Twitter, our website, e-newsletter or text. We'll consider postcards for future meetings as well.</p> <p>Please let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Erin Pipkin</p> <p>On April 22, 2017 at 3:44 PM Amy <tibgirl79@aol.com> wrote: Hello, I live in a Newburgh subdivision off off Pollack Ave., just east of Angel Mounds. In the Evansville Courier, I read the article of the proposed corridors for I69. I was completely surprised that this is the first I have heard about the east corridor basically coming next to my subdivision. Why didn't residents who would be directly affected by this get at least something in the mail about the open</p>
<p>PIL 0015-vehemently against the east co</p> <p>4/22/2017 15:44 Amy Dingman</p>	<p>Dear Susan,</p> <p>Thank you for your email. I've shared your comments with the project team for their consideration. If you have any additional questions or comments, please let me know.</p> <p>Sincerely,</p> <p>Erin Pipkin</p> <p>On April 24, 2017 at 9:21 PM Susan Diaz <sftbl25d@aol.com> wrote:</p> <p>I live at 2025 Polaris Avenue in Evansville, IN and the noise from the traffic on I69 to Covert Avenue exit is very obtrusive and many times it is impossible to sit outside and have a conversation due to the noise level. I could only imagine how much more the noise level would increase if there was an east corridor to I69. Please consider this when making your decision. Thank you for your consideration.</p> <p>Susan Diaz</p>
<p>PIL 0014-Noise-.xml</p> <p>4/24/2017 21:21 Susan Diaz</p>	<p>Judge Schneider requested someone to present about the Ohio River Crossing at the May 2nd Fiscal Court meeting. Erin Pipkin presented to about 35 people.</p>
<p>PIL 0082-Henderson County Fiscal Court</p> <p>4/26/2017 0:00 Judge Brad Schneider</p>	

		<p>Dear Thomas,</p> <p>Thank you for your message. I have shared your feedback with the project team for their consideration.</p> <p>Sincerely, Erin Pipkin</p> <p>On April 26, 2017 at 1:44 AM Thomas Dalton II <wordpress@i69ohiorivercrossing.com> wrote:</p> <p>From: Thomas Dalton II <abetterbuddha@yahoo.com> Subject: Route comments Phone Number: 812-240-8000 Address: 3500 Mariner Dr</p> <p>Message Body: I Believe the eastern most route is the best option. If the metro are that includes Evansville, Henderson, Newburgh, And even Owensboro wants to survive, thrive, And compete with other areas in the country this route presents the best chance. These four cities need to work together to succeed. It shortens travel time to and from Owensboro to the more compact Evans, Hend, & New metro If an interchange is used at the Audubon Pkwy/1-69 spur. It gives Henderson some room to grow instead of hemming it in or causing even more congestion in the 41 "strip" area like the other routes do. Historically where has most of the growth in Evansville occurred, To the east and toward Newburgh. Why not maintain this and spur even more growth in Newburgh. I don't see how placing a new set of bridges just a mile from the old ones helps with spurring growth or cuts down on congestion in this area. This area needs and deserves another separate route across the Ohio R. Keep and maintain the 41 bridges for local and daily traffic between Henderson and Evansville and build new ones, possibly toll , to handle mainly through traffic. What's Louisville up to now? Four routes across the Ohio R. I know we are not the size of the Louisville metro but, we could be. We need to think bigger and make smart decisions now for our future and I believe the eastern most route achieves this. I know cost is going to be a major factor but skipping now will cost a lot more later and I'm talking just</p>
PIL 0017-Route comments-.xml	4/26/2017 1:44 Thomas Dalton II	
		<p>He has purchased property at Covert and 41. He has invested a lot of money in this land. He is planning to build a \$600,000 commercial development on this land. He spoke to Janelle about mitigation. Janelle suggested that he come in to speak with project engineers on Tuesday, May 2nd.</p> <p>He wanted to be added to the e-newsletter list. Amber added him on 4-26-17.</p> <p>Mr. Sensmeier met with the project team on 5-2 in the Evansville office. He was informed to continue with his planned development. The best thing for him to do was to stay informed with the project. We ensured he was signed up for the newsletter and had all of the handouts available.</p> <p>He also emailed. Message body below:</p> <p>I just saw part of the map. I am interested in the Covert Ave area. I own 2 acres that I have paid over \$200,000 for and am planning on building a new automotive shop right there at Covert Ave and I -69 on the South East side. The shop will be about \$600,000 to build. I need to know exactly where that interchange will be. Planning on having it opened up in 2.5 years from now. I also have offers in on two other houses in this area that I plan on using for my business. Could I please get a call on my cell phone soon.</p> <p>-- This e-mail was sent from a contact form on I-69 Ohio River Crossing</p>
PIL 0004-Developer has questions -.xml	4/26/2017 9:22 Kevin Sensmeier	
		<p>Robert Morton met with Gary Valentine and Janelle Lemon on 4-26-17 at 9:30 at the Henderson Project office. See attachments for Mr. Morton's comments.</p>
PIL 0019-Corridor comments-.xml	4/26/2017 9:30 Robert M. Morton	
		<p>Pat came in Henderson office 4-26-17 at 10:15 AM. Pat lives in subdivision close to CC1.</p>
PIL 0005-Info request-.xml	4/26/2017 10:15 Pat	

	<p>Dear Janet,</p> <p>Thank you for your message. I have shared your feedback with the project team.</p> <p>Sincerely, Erin Pipkin</p> <p>On April 26, 2017 at 11:31 AM Janet Dunn <47714dunn@gmail.com> wrote: I viewed the alternatives map for an I69 bridge between Evansville and Henderson, and have a few comments.</p> <p>The east corridor would require two bridges - the Ohio River and the Green River. Wouldn't that increase the initial cost and future maintenance costs?</p> <p>The west corridor appears to increase mileage for I69 travelers. It seems that keeping the Hwy 41 bridges in place for local traffic (lighter usage and therefore less wear and tear) and locating the new I69 bridge a few miles farther east to handle most of the traffic (especially heavy loads) would be advisable.</p> <p>The central corridor's eastern route looks best on paper.</p> <p>None of these observations take into account relocation of existing homes and businesses, which might cause a wide difference in initial cost.</p> <p>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.</p> <p>Thank you for considering my comments.</p> <p>Janet Dunn</p>
PIL 0018-Corridor comments-.xml	4/26/2017 11:31 Janet Dunn
PIL 0020-East route close to his house-.xml	4/27/2017 15:00 David Reed
PIL 0021-wanted a map-.xml	4/27/2017 15:00 Brad Whitledge
	<p>Wanted to look at a large map.</p> <p>I talked with Jim Rittenhouse, copied on this e-mail, this morning regarding property he would like considered for mitigation areas for the ORX. He is aware that the NEPA process will take some time and that we don't currently know the specific route; he is also aware that INDOT can't commit to anything now. However, he wanted us to know he has 20 AC, and possibly up to 500 AC additional for mitigation purposes. Please contact Jim so you are familiar with his interest. He may be contacted via e-mail as cc'd above, or by phone at 812-477-7856 (home) & 812-598-2604 (cell). Russell A. Fowler, P.E.</p> <p>I spoke with Jim a few minutes ago. I reiterated to him that we are very early in the process but that we have his information now and will add it to our administrative record documentation. I am sure we will hear from him once the DEIS is published and are closer to identifying impacts/needs.</p> <p>Thanks Janelle</p>
PIL 0031-Possible mitigation property ne	4/28/2017 10:49 Jim Rittenhouse
	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. Central Corridor 1</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Projected costs and potential future economic development benefits</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>The 2 west corridor would be most costly and disruptive. The east corridor would be very expensive with 2 bridges. The Central 1 corridor is too close to by subdivision and may impact the state park and wildlife preserve. The best option is central corridor 2 option. I suggest moving it closer to the #1 interchange at 41 after it crosses US 60.</p> <p>What factors are important to you?</p> <p>The impact to homes, businesses and natural resources are most important to me. The potential for new future economic development should also be factored into consideration.</p>
PIL 0073-Project Survey from Henderson	4/28/2017 11:00 Patrick R. Lake
PIL 0036-Website form-.xml	<p>Pat requested that we have an online form instead of having to download a PDF for the project survey. He thought most people would not know how to do that.</p>

PIL 0074-Wanted to see a large map-.xml	5/1/2017 10:45 Jeff Miller	Jeff came in to view a larger map. East corridor is close to his home.
PIL 0075-Wanted to see new office-.xml	5/1/2017 13:30 John Scheer	Wanted to see new office and get a copy of the map to send to his friend in Ohio.
		<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factor the Project Team should consider?</p> <p>The I-69 Ohio River Crossing Project is about connecting people, goods, and services from Evansville, and Henderson, and form Fort Wayne, Indianapolis, Paducah, Memphis, Shreveport, Houston, and their surrounding regions.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I like Central Corridor 1 best because it is short, takes out fewer businesses and residences and avoids Angel Mounds and Audubon State Park. I like Central Corridor 2, but think it would cost more. My main concern is these two routes would bypass Henderson businesses and /or residences and would be too close to Audubon State Park. The East Corridor is too far east from Downtown Evansville and Downtown Henderson, and the U.S. 41 Henderson Strip. Also, it is too close to Angel Mounds.</p> <p>When considering the I-69 Ohio River Crossing Project, what factors are important to you?</p> <p>I prefer and relatively short connection route between the two existing parts of I-69. I would like a route close to the business districts of Evansville and Henderson, but destroy the least businesses and residences possible. I want a route avoiding Angel Mounds, and the Audubon State Park. I want to include pedestrian/bike paths in the overall plan.</p>
PIL 0076-Survey mailed to Evansville offi	5/1/2017 16:00 John C Scheer	<p>On May 1, 2017 at 6:04 PM Larry Platter <wordpress@i69ohiorivercrossing.com> wrote:</p> <p>From: Larry Platter <lpltrr@att.net></p> <p>Subject: crossing the river via I65</p> <p>Message Body:</p> <p>I will travel into Kentucky Friday. Is there any difficulty getting across the river, especially around 10 a.m.?</p> <p>This e-mail was sent from a contact form on I-69 Ohio River Crossing (http://i69ohiorivercrossing.com)</p> <p>5-4-2017 1:01 PM</p> <p>Dear Larry,</p> <p>I apologize for the delay, but needed to check around a bit. I've confirmed that neither I-65 nor the I-65 bridge into Louisville will have any restrictions this weekend.</p> <p>Have a safe trip!</p> <p>Erin Pipkin</p>
PIL 0090-crossing the river via I65-.xml	5/1/2017 18:04 Larry Platter	
		James came into the Evansville office to ask to see a larger map. He owns Interstate Stone supply on the corner of Covert and I-69. He is interested to follow the progress. He asked to be added to the newsletter mailing. Amber added him on 5-2.
PIL 0077-Covert I-69 business owner-.x	5/2/2017 9:30 James Martin	
		<p>Hello Gary and Marshall,</p> <p>I got a phone message from a Herb McKey from Henderson this morning while I was in a meeting. His message stated that he had gotten my number from Senator Ridley, and that he was asking me for a presentation on the I 69 job for the Lions Club on some Tuesday in the month of June. His number is 270-869-5405. I have not called him back. When someone calls either from KYTC or from the Parsons team, please have them acknowledge me so that he knows that I referred his call.</p> <p>Thanks!</p> <p>Kevin</p> <p>Message forwarded to Steve Nicaise; Mindy Peterson; Erin Pipkin.</p> <p>A representative will be lined up to present.</p>
PIL 0083-Henderson Lions meeting requ	5/2/2017 14:29 Herb McKee	

PIL 0078-Project survey mailed to Hende	<p>5/3/2017 10:56 Robert G & Shirley A Hai</p> <p>I live in the area Do you or your family own property along any of the broad alternative being considered? Yes Central 1 & 2 Do you think there are other significant factors the Project Team should consider? Agree with purpose and need as proposed. A broad range of alternative is being considered by the Project Team. What are your thoughts on the alternatives identified? Central Corridor 1 is preferred alignment (less cost, less disruptive, and best potential for local development). When considering the I-69 Ohio River Crossing Project, what factors are important to you? See attachment.</p>
PIL 0079-Project survey mailed to Hende	<p>5/3/2017 11:05 David Clement</p> <p>I live in the area. Do you or your family own property along any of the broad alternative being considered? No. Do you think there are other significant factors the Project Team should consider? Not Really A broad range of alternative is being considered by the Project Team. What are your thoughts on the alternatives identified? Central Corridor 1 seems to be the least intrusive on existing homes and looks like the least expensive. Not sure if it is, but it looks that way. When considering the I-69 Ohio River Crossing Project, what factors are important to you? Disrupting as few existing homes as possible.</p>
PIL 0080-Project survey mailed to Hende	<p>5/3/2017 11:13 David Hatchett</p> <p>I live in the area. Do you or your family own property along any of the broad alternative being considered? Yes. Central Corridor 1 & 2 Do you think there are other significant factors the Project Team should consider? If central corridor 2 is picked, an interchange at Zion rd., Hwy 351 should be included. A broad range of alternative is being considered by the Project Team. What are your thoughts on the alternatives identified? The 2 central corridors seem to be the most practical. The west corridors would be too disruptive for homes and businesses and the east corridor too expensive. When considering the I-69 Ohio River Crossing Project, what factors are important to you? The impact on home and business displacement.</p>
PIL 0081-Project survey mailed to Hende	<p>5/3/2017 11:17 Janice Powell</p> <p>I live in the area. Do you or your family own property along any of the broad alternative being considered? No. Do you think there are other significant factors the Project Team should consider? The best alternative is the one that disrupt the least number of families. A broad range of alternative is being considered by the Project Team. What are your thoughts on the alternatives identified? I believe the best alternative is central corridor #1. When considering the I-69 Ohio River Crossing Project, what factors are important to you? I absolutely do not support anything that removed the twin bridges.</p>
PIL 0084-Project Survey mailed to Evans	<p>5/4/2017 8:00 Clare Ellison</p> <p>I live in the area. I live elsewhere, but cross the existing US 41 bridges frequently. Do you or your family own property along any of the broad alternatives being considered? Yes. West Corridor 1 Do you think there are other significant factors the Project Team should consider? People's homes and farm ground and cost to maintain. What are your thoughts on the alternatives identified? Elevate Highway thru business strip. When considering the I-69 Ohio River Crossing Project, what factors are important to you? Cost & family homes.</p>

<p>PIL 0085-Owner of Fritts Storage concern</p>	<p>5/5/2017 12:48 James Fritts</p> <p>Mr. Fritts called at 12:48. Amber called him back when she returned from lunch. He owns Fritts Storage which is located at Covert & I-69. He wanted to know if his property would be impacted. Amber noted that it is early in the process. I encourages him to be added to the mailing list to stay current on the project. He asked to be added to the list. Amber added him via the website. He also asked if we wanted to hear from the public. I assured him that all comments are reveiwed. I emailed him a project survey.</p> <p>5-8-17 He submitted project survey via email to Amber Schaudt. I have a business in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. East corridor.</p> <p>The East corridor option could/ would affect our property at 5340 Covert Court: Newburgh, Indiana. Currently, our business (Fritts Storage & Package Solutions, Inc.) has one access. Our business is accessed from SR 662 (Covert Ave) at the Stacer Rd intersection.</p> <p>This intersection is critical for several businesses adjacent and nearby or property. The list of businesses is below:</p> <p>Fritts Storage & Package Solutions Indiana/Kentucky Carpenters Millwrights Training Center Interstate Stone Supply Store N Lock Storage Vibronics Pleasures & Treasures Fat Boy's Pizza Shalco Garage Doors Subway Gas Station</p> <p>The East corridor, although a conceptual drawing, has the potential to interrupt</p>
<p>PIL 0087-Project survey mailed to Evansy</p>	<p>5/9/2017 0:00 Ray Rexing</p> <p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes. West Corridor 2</p> <p>Do you think there are other significant factors the Project Team should consider? There are Two Bridges in close proximity to the East. It's a long way to the West for West Indiana people to cross the Ohio River, likewise for Kentucky people. We farm & own land on both sides of the river.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>The West 1 of 2 Route 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.</p> <p>What factors are important to you?</p> <p>Convenience, service to the most local people. Accessibility.</p>
<p>PIL 0088-Project survey mailed to Evansy</p>	<p>5/9/2017 0:00 Michael Wicker</p> <p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Try not to eliminate businesses existing along the present Hwy.41 thru Henderson section.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>General Corridor 2 seems possible the route to come across the river, making an exit to use the 41 highway if desired, to go through/to Henderson.</p> <p>What factors are important to you?</p> <p>An updated (cable?) bridge design. Something clean & modern. Not settling for something that looks like "we wished" to have done better.</p>

PIL 0089-Project survey mailed to Evansv	5/9/2017 0:00 Richard C. Lamb	<p>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? No.</p> <p>The Evansville Courier ran an article stating that the bridge project had been downsized because of cost. If you are going to have to toll it, go with the deluxe model.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>Both West corridors would decimate the businesses along current US 41, not to mention the cost of relocating them. Central corridor #1 comes back in too close to the city, thereby getting a lot of locals getting off and on, not good for interstate travel. I favor central corridor #2</p>
PIL 0091-Project comments mailed to He	5/10/2017 0:00 Dennis Martin	<p>my family not own any property in the proposed corridors.</p> <p>I am most concerned regarding the footprint of the actual bridge and roadway. I am greatly concerned about the environmental impacts, required mitigation alternatives and potential losses and degradation of overall environmental quality of the region. Regardless of the actual corridor selected there will be a crossing of property that was once proposed to be designated as Green River National Wildlife Refuge. While this refuge is not presently authorized, it has been identified several times as environmentally important area to the state and the region.</p> <p>While there are going to be serious environmental impacts from the footprint of the bridge and roadway, regardless of the corridor selected, this could be turned around into a positive environmental feature of the region that would benefit a large portion of the population of the region, state and U.S. as a whole. I would request that any and all mitigation lands purchased for the I-69 project be purchased within the boundaries of the Proposed Green River National Wildlife Refuge and ultimately transferred to the U.S. Fish and Wildlife Service, for operation for public uses. This would accomplish two things at the same time by meeting the required land mitigation and providing an initial jump start of public ally owned property for the Green River National Wildlife Refuge.</p> <p>Discussion of the individual Corridors:</p> <p>West Corridor #1: I am specifically and strongly opposed to this to the route. I feel it will effectively decimate the City of Henderson, by effectively dividing a residential area and disrupting most of the commercial properties along the route and northern US-41. Secondly, third 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 an exit route during periods of floodwaters of the Ohio river across the prosed I-69 and US 41 roadways to reduce roadkill deer, prevent public property losses and provide for needed public safety.</p>
PIL 0092-Project survey mailed to Hende	5/10/2017 0:00 Gail Simpson & Thomas	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? Yes Central Corridor 2 and East Corridor</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>Considering cost- use the one that uses more already existing connectors</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I think the alternative that should be chosen- should be the one that uses the most already existing connectors which would be West corridor 2</p> <p>What factors are important to you?</p> <p>Central Corridor 2 would disrupt our farm and house. East Corridor would cause the same trouble!</p>
PIL 0093-Project comment mailed to Her	5/10/2017 0:00 Stanley W. Cotton	<p>Dear Sirs,</p> <p>I am writing today to express my opinion with regards to the proposed Ohio River Crossing for the future I-69 bridge corridor. Any rout chosen will require the purchase of mitigation land to offset the environmental impact of the new road's corridor. It will benefit our community and many other peoples if these mitigation lands be purchased within the boundaries of the proposed Green River National Wildlife Refuge and eventually transferred to the U.S. Fish and Wildlife Service for the operation of these land for public use. We look forward to the construction of I-69 and the benefits it will bring to all. I have no commercial or property interests in any of the proposed routes. I have written only as a concerned citizen.</p>

		<p>Good morning,</p> <p>Is the route map that was distributed at the April Open House events available in pdf format and, if so, could I possibly get a copy via email?</p> <p>Thanks! Donna Stinnett</p> <p>i Donna, Sorry for the delay in getting back with you! I've attached the fact sheet we distributed, which includes the map. Please let me know if you need anything else.</p> <p>Thank you,</p> <p>Erin Pipkin (attached the open house fact sheet)</p>
PIL 0096-Requesting map of alternatives	5/10/2017 0:00	Donna Stinnett
PIL 0086-test-.xml	5/11/2017 0:00	test
		<p>Mr. Boots talked with Steve Nicaise. He owns 160 acres of property on Hwy 60. He is in support of Central Corridor 1.</p>
PIL 0094-Support of I-69 Central 1-.xml	5/11/2017 10:48	Brandon Boots
		<p>Option 1 \$2 billion from motivated investor (MVI) my system payoff 12-20 years.</p> <p>Option 2 Self-funding using my system to generate \$2 Billion every 12-20 years without using any taxes-allowing the states to use bonding authority.</p> <p>Janelle Lemon talked with him.</p>
PIL 0095-Financing options for I-69 Bridge	5/11/2017 14:25	Connor J Agnew
		<p>Do you or your family own property along any of the broad alternatives being considered? Yes East Corridor</p> <p>Do you think there are other significant factors the Project Team should consider?</p> <p>East Corridor is right between a state historic site and historic Newburgh. Residents enjoy the peaceful setting. If East Corridor is ultimately chosen, it should be further west of Angel Mounds.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>The West Corridor option makes the most sense because of the existing infrastructure and would also have the smallest environmental impact.</p> <p>What factors are important to you?</p> <p>Reduce congestion without compromising the character and beauty of the local area.</p>
PIL 0097-Project survey mailed to Evans	5/15/2017 0:00	Jacon Grear
		<p>Email was received through Keeley Stingel, IN Chamber of Commerce, requesting additional project information for Ron Arnold, Daviess Co. Economic Development Corporation. He specifically asked for more information on the project and the project timeline. The information was requested for a prospect for an economic development project, and followed the I-69 ORX presentation at the I-69 Summit. M. Peterson responded to the direct inquiry with a copy of the project handout, and made herself available for any additional questions.</p>
PIL 0098-Request for more information c	5/17/2017 15:30	Ron Arnold
		<p>I am the Regional Transportation Planner at the Green River Area Development District in Owensboro, KY. I am interested in being added to the mailing list for the meetings for future River Cities Advisory Committee Meetings.</p> <p>Erin welcomed her to the EJ Subcommittee, sharing information about the meeting on July 19.</p>
PIL 0135-Wanted to join EJ Subcommittee	6/14/2017 0:00	Gina Boaz
		<p>Mr. Sheets called because he received a letter and wanted to know what address we were going to be surveying. I was able to locate his address on the database. He owns property at 01938 N Elm Street. I asked if we needed to notify someone else and he said no.</p> <p>He also asked if he would receive a letter detailing what the survey found. I told him that I did not think we would be sending that type of information.</p>
PIL 0103-Inquiring about NOE letter-.xml	6/14/2017 1:45	Hubert Sheets
		<p>She wanted us to explain what it meant if she received a letter. D'Lee talked with her and explained that it meant that a property that she owns falls within our project area.</p> <p>She asked when she would know if her house was on one of the corridors. We answered the end of July. We told her about the open houses. She was not interested in more information about the open houses.</p>
PIL 0104-Property Owner had questions	6/14/2017 2:05	James Linton

PIL 0102-Wanted contact information-.xml	6/14/2017 8:30	Gina Boaz, Regional Trar	Gina Boaz called to ask who is the contact person for the office. I have her my (Amber Schaudt) contact information. She had been on the website and gathered all other information that she wanted.
PIL 0105-Property owner -.xml	6/14/2017 14:30	Annette Moore	Annette called to understand why she received a letter. We explained that her property fell in the project area.
PIL 0106-Question about property owne	6/14/2017 15:25	John Ansbro	<p>John Ansbro called to ask if this property owner letter was to also serve as the notice of entry. I responded that it was to also serve as the notice of entry. This did not guarantee that someone will be on his property but that he was in our project area.</p> <p>6-15-17 9:15 AM. Mr. Ansbro came into the Evansville project office. He wanted to look at a larger map and ask a few questions about exact location. We (Janelle Lemon and I) told him that the lines on the map are conceptual at this point. We told him about the open house and the timeline of the project. We also gave him a map to take and an acquisition book. He is strongly opposed to the East Corridor.</p>
PIL 0107-Wrong perosn received mail-.xml	6/14/2017 16:03	Rebecca Bush	<p>Ms. Rebecca Bush called on behalf of her elderly neighbor. They received one of our property owner letters at 642 Senate Dr. in Evansville. The letter was addressed to INDOT Real Estate Division. The address I have in the database is: State Of Indiana INDOT Real Estate Division 100 N Senate Ave RM N642 Indianapolis, IN 46204-2219</p> <p>I am not sure what happened but will be sending a new letter with the correct address out tomorrow (4-15-17).</p> <p>The letter that she received was addressed: State Of Indiana INDOT Real Estate Division 100 N Senate Ave RM N642 Evansville, IN 47714 RM N642N Senate AveIndianapolisIN46204-2219</p>
PIL 0108-Property owner letter question	6/14/2017 16:12	Louann Clark	<p>Louann Clark called to find out what property had the potential to be surveyed. I was able to look it up in the database to tell her it is 200 Camaro Dr. Henderson, KY 42420.</p> <p>She notified me that a tenant is living there. She asked me to send him a letter. I will be sending the letter out tomorrow (6-15-17). The letter will be sent to: Michael Settle 200 Camaro Dr. Henderson, KY 42420</p> <p>6-15-17 2:03 PM Louann Clark called again today to ask if she would be losing her rental property. I told her that we are early in the process and we will not have a ROD until 2019. I told her about the project timeline and invited her to the upcoming Open House. She wanted more information so when the tenant asks questions, she would be prepared.</p>
PIL 0109-Upset property owner-.xml	6/15/2017 8:19	Carol Griffith	<p>Ms. Griffith was very upset with the idea of her house being impacted. She and her husband are elderly and she did not feel like they could "go through" this again. She had a bad experience with a construction crew using large equipment near their house. They contacted the zoning and a lawyer to get the problem solved.</p> <p>I talked with her and told her that we will not be making a final decision until 2019. She was comforted by that fact. I told her about our upcoming open house and how to stay informed on the project.</p>

	<p>Nick Whitt, trust officer at Field and Main Bank called about a letter he received on someone's behalf. The letter did not indicate the property location, so he called to find out which property was in the project survey area. The owner's name is ABBOTT CECILIA KING ET AL. The property is 9547 Hwy 136 E. Henderson, KY. Nick indicated that Garry Eblen with Triple E Farms in the one the farms the land. He asked me to send him a letter. He also indicated that there were three tenants that rented property. He asked me to send letters to them as well. All additional address are listed below.</p> <p>Garry Eblen Triple E Farms 8320 Tsharner Rd. Henderson, KY 42420</p> <p>Katie Pomponio 9555 Hwy 136 E Henderson, KY 42420</p> <p>Joe Shimek 9547 Hwy 136 E Henderson, KY 42420</p> <p>Craig Stone 9521 Hwy 136 E Henderson, KY 42420</p> <p>These letters will be going out on 6-15-17.</p>
PIL 0110-Field and Main Trust officer call	6/15/2017 9:37 Nick Whitt
PIL 0111-Landlord need more informatio	6/15/2017 9:53 Rebecca Hobby
	<p>Rebecca Hobby called to get clarification on which property was in the survey area. Her husband has rental property. We were able to tell her it is 2107 Rice Lane. She said she would contact the tenant.</p>
PIL 0117-Homeowner wanted clarificatio	6/15/2017 10:10 Sandra Frey
	<p>Mrs. Frey called to find out what property would potentially be surveyed. She owns property on N. Green and on N. Elm Street. She appreciated the notification and the information.</p>
PIL 0115-Cell tower on 41-.xml	6/15/2017 11:09 Paul Smith
	<p>Mr. Smith wanted to let us know that there was an American Tower cellular tower located on US 41. I told him we were aware but appreciated the information.</p>
PIL 0112-Homeowner wanted clarificatio	6/15/2017 13:20 Linda Cooper
	<p>Linda call on her behalf as well has her neighbor Emily Bridges. She wanted to call to confirm she understood the meaning of the letter. D'Lee explained the letter. Linda confirmed that she did understand.</p>
PIL 0113-Landlord needs more informati	6/15/2017 14:24 Rickie Gafford
	<p>Mr. Gafford called to find out which property was in the survey area. Amber Schaudt looked identified that it would be his two rental properties on Watson Lane. He asked me to send letters to the tenants. Address are below.</p> <p>Jessie Drew 301 Watson Lane Henderson, KY 42420</p> <p>Darla Scarbrough 309 Watson Lane Henderson, KY 42420</p>

	<p>6/15/2017 15:29 Will Joslin</p>	<p>Mr. Joslin wanted to talk with Marshall Carrier about the property letter that the WFIE station received. Amber Schaudt gave him Marshall Carrier's phone number. He would not speak with me.</p> <p>Friday, June 16, 2017 10:11 AM</p> <p>I returned a call to Legal Counsel for Raycom Media – Will Joslyn (334) 229-0359 and he wanted touch base with me in reference to alternatives shown at the recent public meetings and their impact of the transmission towers on the KY side of Ohio River. He referred to it as the WFIE Main Transmitter Tower sites. I told him that we were aware of their presence. He mentioned that he would be assembling a letter to summarize anticipated costs relative to their relocations if deemed necessary. I also made him aware that we are progressing through an evaluation process to eliminate some alternatives, but also that any of those shown to date could be held to further evaluation by the project team, he understood this as well.</p> <p>He also requested that we contact one of Raycom's employees - Bobby Barnett (812) 433-3401 prior to accessing the site as they have safety regulations for access. He could also provide helpful information as to the location and use of existing underground infrastructure that they have in these areas as well as discuss relocation impacts to their system, timelines, etc.</p> <p>bbarnett@14news.com</p> <p>Please contact Mr. Barnett prior to having anyone access their property.</p> <p>Thanks</p> <p>Mr. Josling returned an email to Marshall. See below</p> <p>Friday, June 16, 2017 10:24 AM</p> <p>Marshall,</p> <p>Thank you for returning my call earlier. As we discussed, I recently received your Notice of Survey and/or Investigation for the WFIE tower site in Henderson, Kentucky. This property contains the station's</p>
<p>PIL 0114-Lawyer for WFIE-.xml</p>		<p>Just wanted to let you know that our new director is James Wright and address is 300 Sower Blvd. 4th Floor, Frankfort KY 40601, for you to update your database. I will give him your letter. Also, it should be to the Division of Forestry and not Commonwealth of KY Finance & Admins.</p>
<p>PIL 0136-KY Division of Forestry Contant-</p>	<p>6/16/2017 0:00 Nancy Hager Lewis</p>	
<p>PIL 0116-Homeowner needs clarification</p>	<p>6/16/2017 6:39 Tracey Moss</p>	<p>Mr. Moss called at 9:39 AM and left a message for a returned call. Amber Schaudt returned his call at 8:03 AM. He wanted to know what property was impacted. He also owns 2644 Sunset Lane. He said he would contact the tenant.</p>
<p>PIL 0118-Property owner has many tena</p>	<p>6/16/2017 10:26 James O'Nan</p>	<p>Mr. O'Nan has several tenants on his property. He called to ask if we need to know their information. He said most of his tenants were family so he would notify them. I told him we did not need to know names and contact information if he was going to pass along the message.</p>
<p>PIL 0119-Local contractor interested in o</p>	<p>6/16/2017 10:55 John Payton</p>	<p>Mr. Payton heard about the open houses but could not find any information about them on our website. We gave him the information about the open house on July 31 and Aug. 1st.</p>

PIL 0134-WFIE Parcel Map-.xml	6/16/2017 11:10 Wil Joslin, Corporate Co	<p>Marshall,</p> <p>Thank you for returning my call earlier. As we discussed, I recently received your Notice of Survey and/or Investigation for the WFIE tower site in Henderson, Kentucky. This property contains the station's primary means of transmitting its signal to its viewers in the 20 county Evansville, Indiana designated market area (DMA). Obviously, great care and caution is required while your crews are on this site.</p> <p>I would ask that you coordinate with WFIE Director of Technology Bobby Barnett (copied here) before you or any of your crew members enter the tower site. Bobby may be reached at (812)433-3401 or bbarnett@14news.com. Bobby will be able to provide access as well as point out areas of concern on the property. I am also copying Jay Hiett, Vice President and General Manager of WFIE, should you need to contact him. Jay may be reached at (812)433-3414 or jhiett@14news.com. Finally, do not hesitate to contact me if I can be of any further assistance.</p> <p>Thank you, Will Joslin Corporate Counsel Raycom Media, Inc. T: (334) 229-0359 C: (334)301-4693 F: (334) 833-7108 wjoslin@raycommmedia.com</p>
PIL 0120-Property Owner needed clarific	6/16/2017 11:48 Vicki Druin	<p>Mrs. Druin called to ask which property that she owned was going to be in the survey area. We were able to look it up and tell her that information. She also wanted more clarification on what they will be doing on the properties. We gave our best/general answer. She was happy with the general information.</p>
PIL 0121-Homeowner concerned about t	6/16/2017 14:49 Mrs. Schutte	<p>Mrs. Schutte called to place her concern about her property. She and her husband are taking out a home equity to do some renovations to their home. She wanted to know if they should halt their project because of the letter they received. I told her to go ahead with her current plans. We will not get the decision until 2019 and then have to move forward with design, etc. She was somewhat reassured by this answer. I told her to stay informed with media updates and the open houses.</p>
PIL 0122--.xml	6/18/2017 16:08 Randall Pirtle (caller id)	<p>The caller did not leave his/her name. She stated that we did not give the 10-day notice that we said we would in the letter. She said that she did not receive her letter until the 17th. Janelle Lemon called her back at 10:17 AM on 6-19-17. She did not answer but J. Lemon left her cell number to return her call. Donna called back and spoke with Janelle. She said she just wanted the project team to know that there was not a 10-day window from when she got the letter to June 16th.</p>
PIL 0128-Sierra Club Network Letter-.xml	6/19/2017 0:00 Niles Rosenquist	<p>The attached letter was mailed to the Evansville office.</p>
PIL 0123-Did not understand letter-.xml	6/19/2017 8:15 Lelia Sweeney	<p>Ms. Sweeney called because she did not understand the property owner letter that she received. She stated that her husband passed away a few years ago. She finds it overwhelming to receive letters such as this. Amber Schaudt explained the letter. She thanked us for the notification that someone might be on her property.</p>
PIL 0124-Rare wildflower in yard-.xml	6/19/2017 8:46 Louis Smith	<p>Mr. Smith called to inform the project team that he has a rare wildflower, the Dragentoe, in his yard. It is located next to the ditch. He will try to mark the area with stakes and yellow tape. If anyone has any questions they can call him at 270-823-4382 and leave a message.</p>
PIL 0126-Wanted larger map-.xml	6/19/2017 9:15 Andy Scheessele	<p>Mr. Scheessele wanted to view a larger map. He owns a property and has a business on the East corridor. He wanted a large map to look at. He tried to take the one off of the wall. I compromised with him and gave him one of our extra maps from the April open house. He was very happy with that.</p>

PIL 0125-Homeowner thought she would	6/19/2017 9:27	Everett Burnett	Ms. Burnett was confused on why she would receive a letter. She thought that I-69 was already set in Indiana and the crossing would be starting at Green River Rd. I informed her of our 5 alternatives and invited her into the project office to view a larger map. I told her we will be narrowing down the alternative in late summer/early fall. She said she would look out for that.
PIL 0127-Homeowner wants map-.xml	6/19/2017 9:47	Joann Mingus	<p>Ms. Mingus did not know anything was going on with I-69 until she received this property owner letter. She stated she is very concerned. She wanted to see a map but does not have internet access. She wanted one ASAP. Amber will meet Ms. Mingus at the Henderson office tomorrow at 10 AM.</p> <p>6-20-17 9:45 AM Joann came into the Henderson office. Amber showed her the large map and have her the handout with a map on the back. She had general questions about the process and timeline. I was able to answer her questions. She is very concerned about this project. She said that she might want to meet with the project engineers. I told her that I could set up a meeting with them. She wanted to take some time to gather her thoughts and write down her questions. I told her to contact me when she was ready to set a meeting time.</p> <p>6-21-17 9:11 AM Joann called to ask how close the West Corridor 1 will be to Willow Drive. She said the map looks like it goes right down it. I told her again that the map is only a representation and not to scale. She was not happy with not getting an answer but understood that we do not have that information.</p>
PIL 0129-East corridor - questions. -.xml	6/20/2017 9:30	David Reed	<p>David Reed stopped by the Evansville office today asking about East Corridor. He has a home on 6100 River Bluff Drive Newburgh, IN that potentially may be impacted by the East Corridor. In addition to his home, his two offices could potentially be impacted as well. These are located at 5400 Covert Ct Newburgh, IN & 5370 Covert Ct Evansville, IN. Although Mr. Reed did not receive any letters in the mail regarding any surveying in his residence, he is still curious and concerned that the East Corridor will have a major impact on both his residence and offices.</p> <p>Mr. Reed also asked Steve a few general questions about the bridge's engineering and the possibility of tolling.</p> <p>David was informed about our open house on July 31st for the announcement of the short list and was also given a map and business card.</p>
PIL 0270-Bike pedway-.xml	6/21/2017 1:41	Sara Simms	I also think a pedestrian/bike lane would be a great addition. Our community really needs more ways to be active in our lives and this would add another excellent opportunity.
PIL 0130-Property owner wanted to know	6/21/2017 13:30	Renee Straub	Renee Staub called to find out what property was potentially going to be surveyed. I was able to locate that information. It is 3213 Fickas Rd. Evansville, IN 47714.

PIL 0137-RCAC-.xml	<p> I am Niles Rosenquist, a member of the River City Advisory Committee, appointed in early May (after the first meeting) to represent the Evansville Audubon Society. I just called your office with a few questions, and left a message that I would send them in an e mail: When will the Advisory Committee have another meeting? I have heard it will be in the summer. Are there mileages available for the five alternative routes? What would be useful would be both the total mileage for each from where they diverge at Newburgh to where they then converge south of Henderson, and also mileage of new construction for each since some of them include sections of existing interstate. What consideration has been given to an alternative route that would leave I69 just west of Angel Mounds (ie between Angel Mounds and Green River Rd., west of the mobile home park) and then join the current East Corridor route east of Green River State Forest? This route appears to avoid both the developed areas in Newburgh and the forested wetlands in Kentucky. Otherwise, I sent last week on behalf of the local Sierra Club group comments on the Eagle Slough Natural area which you should have received already, attached here. my phone number is 812 479 7643, or you can just reply by e mail. Thank you. </p> <p>Erin followed up with Niles, giving him the date and</p>
PIL 0138-Historic resources in project bri	<p> I am the recently retired Historic Preservation Officer for the City of Evansville. I have historic information on some of the sites being considered for the I69 Ohio River bridge. Additionally, I am compiling information on the several archaeological sites in two of the routes being considered for the bridge. Indeed, when the first of the twin bridges was constructed in 1931, they located one of the land piers on the Kentucky side of the river right in the middle of a site known as the "Major Mound.". 2-Dan referred to Beth McCord on whether information was received via email April 1st. Her reply on April 2nd was: Yes, Dennis sent me that information. It is documented in the 800.11.Beth McCord This exchange brought the information to a close.-Completed by AJ Casey 4/2/2018 </p>
PIL 0158-Historical archaeological inform	<p> Dennis wrote the following email. The email was shared with Dan Prevost and Cinder Miller, who followed up with Dennis directly. I am the recently retired Historic Preservation Officer for the City of Evansville. I have historic information on some of the sites being considered for the I69 Ohio River bridge. Additionally, I am compiling information on the several archaeological sites in two of the routes being considered for the bridge. Indeed, when the first of the twin bridges was constructed in 1931, they located one of the land piers on the Kentucky side of the river right in the middle of a site known as the "Major Mound." </p>
PIL 0131-TEST-.xml	<p>TEST - THIS IS A TEST FOR THE GIS MAP</p>
PIL 0132-RedBanks checking properties-	<p> Shari called on behalf of RedBanks to ask which properties were going to be surveyed. They received 3 letters. D'Lee spoke with her. The properties are 875 Kimsey Ln, 851 Kimsey Ln and 737 Kimsey Ln. </p>
PIL 0133-Closer look at East Corridor-.xm	<p> Donna is the only one in her area of homes that received a letter. She was coming in to see a larger map to see how close the East Corridor is to her home. We explained that these corridors are conceptual at this point and we could not really answer her question. It will not be until later in the process until we will be able to tell which properties will be affected. </p>

PIL 0157-Feedback on alternatives-.xml	6/27/2017 0:00 Susan Keil	<p>(Email follow) Susan emailed to ask for a copy of the survey since it's no longer on the website. I explained why they were removed, then told her she could still provide feedback if she wanted. June 30 she wrote back and provided the attached survey. My husband and I attended the April 20th Open House at Cedar Hall regarding the I-69 Bridge project. We received a hardcopy survey at the time and, when I previously visited your website (i69ohiorivercrossing.com), I thought there was a link to upload comments and/or a copy of the survey. However, I am no longer able to find the link for submitting survey input. Is it too late to do so? If not, what is the preferred mechanism?</p> <p>I have also checked your facebook page regarding a detailed map of the study area, as well as survey opportunities, but haven't found any related information there either.</p> <p>I would like to become more involved with this process - or at a minimum, much more informed - as our home and sub-division are directly affected by one of the potential corridors.</p> <p>Thank you, in advance, for your reply!</p>
PIL 0139-Ribbon cutting attendee-.xml	6/27/2017 15:30 Humberto T. D'Orazi	<p>Humberto attended the ribbon cutting at the Henderson project office. He came inside the project office after the ribbon cutting to look at the map and get general information. Amber Schaudt talked him through the timeline, showed him the map, gave him a map and informed him ways to stay in touch with the project.</p>
PIL 0140-Different letters -.xml	6/28/2017 8:15 Carol Griffith	<p>Carol called at 1:34 on 6-27-17 and left a voicemail. Amber Schaudt called her back on the morning of 6-28-17. Carol stated that she had talked with several of her neighbors. She said through these conversations she thought there were different letters that went out. Her neighbor said she received a letter stating that I-69 would be buying her house. She called to ask if that was true. I told her that was not sent out by our project team. I asked if she could get a copy of the letter, to bring it in the project office. She appreciated the information and said she would bring us a copy of the letter.</p>
PIL 0146-Farm on corridor-.xml	6/28/2017 8:15 Elizabeth Beasley Mitchel	<p>She owns a farm on Taylor Rd. She requested that we sent a letter to the man that farms this land. The contact information is: Gary Beasley 20822 Hwy 811 Reed, KY 42451. Amber Schaudt sent the letter on 6-29-17</p>
PIL 0142-Wrong office -.xml	6/28/2017 12:29 Herman Rusche	<p>Herman called to see if we were open. He went to the Evansville office on a Wednesday. I told him that we will be back in Evansville tomorrow. He said he would be back next week.</p>
PIL 0141-Wanted to look at map-.xml	6/28/2017 12:40 Mark S. Lynn	<p>Mark came in to look at the map of the corridors.</p>
PIL 0143-Support of central 1-.xml	6/28/2017 14:45 Darald W. Earles	<p>Darald came in to look at a map. He is in support of the project but feels that Central 1 is the best option. He also stated that we should keep the twin bridges and toll the twin bridges as well as the new ones.</p>
PIL 0144-Favor West 2 and Central 1-.xml	6/28/2017 16:00 Betty Merrbach & Ruth	<p>Mother (Ruth) and daughter (Betty) came in to look at a map and get general information. D'Lee and Janelle talked with them. they are in favor of West #2 and Central 1. They are also in support of tolling.</p>
PIL 0145-East corridor property owner-.xml	6/29/2017 9:50 John Wiegand	<p>John came in to look at the map and to get some more information regarding the timeline. He stated that he has worked on I-69 in Indiana and also the Louisville Bridges. He asked to be added to the newsletter. Amber Schaudt added him to that listing. He asked if we had put out any bids for this project. I told him I did not have that information. He also asked for Janelle Lemon's contact information. I gave him her cell phone number and email address. We also told him about the open houses.</p>

On June 29, 2017 at 10:38 AM Mark Hackert, New York Life wrote:
 Amber,
 enjoyed meeting you earlier this week at the Ribbon Cutting at the Evansville office. Excited about the progress that is being made for the I-69 bridge. It is hard to be patient, as it will change the face of business and traffic flow in the tri-state. Thousands of dollars will be saved in time and fuel when traffic has a free flowing path to cross over the Ohio. Added benefit will be the reduced emissions of idling truck and cars at the stop lights in Henderson.
 Still thinking about which route makes the most sense to me, a new thought that came to me today is traffic that wants to go TO Henderson proper, the option 5 now takes them way out of their way.
 If I can be of any assistance with anything please feel free to contact me. Attached is brochure on some of the things we do office at NEW YORK LIFE. Be safe and have a great 4th of July weekend.
 Mark F. Hackert
 Agent
 New York Life Insurance Company
 101 Plaza East Blvd, Suite 200
 Evansville Indiana 47715
 Direct 812-319-6403 Office 812-909-2061 Fax 812-909-2992
 6-29-17 11:59 AM
 Mark,
 It was a pleasure meeting you. Thank you so much for not only taking part in our ribbon cutting but also taking an interest in our project. We appreciate your feedback. This project will make a big impact on this area.
 Kindest regards,
 Amber

[PIL 0149-Ribbon Cutting Follow up-.xml](#) 6/29/2017 10:38 Mark F. Hackert

Hal and Bill came in to look at a map. They did not have a comment about any of the corridors.

[PIL 0147-WAnted to look at map-.xml](#) 6/29/2017 11:22 Hal Hanson & Bill Hanso

Niles came to the office to speak to "someone". He sent an email several days ago asking some questions and has not heard back from anyone. He wanted to speak to someone (other than me, "that knew something") about his questions. He asked me why we advertised the offices to be open if there was not anyone here to talk with him. "He is very disappointed." I offered to set up a meeting with Steve, Janelle, Gary, etc. He said that he will call next Wednesday (July 5th) to set something up if he does not hear back from his email. He stated that he had reasonable questions that we should be able to answer.
 Dan Prevost called Mr. Rosenquist on 6-30-17. Below is Dan's summary of the conversation.
 Comment: He is concerned with overall vehicle miles traveled and its impact on air quality and costs for users. Based on that, he views the East Corridor as the most 'efficient' option, on the assumption that the majority of users are external-to-external trips.
 Discussion: I explained that we will be using the regional travel demand model to evaluate the origin and destination of trips in the project area and that we will be able to provide this information. I explained that the additional travel distance for those users is modest (5-7 miles), but the additional costs associated with the additional lane-miles and the Green River bridge may offset those costs in the near term. We also had a discussion about regional air quality issues in general – the region is in attainment for all criteria pollutants and the long-term trend for emissions continues to decline regardless of any increase in VMT due to tighter emission controls.
 Comment: Concerned about impacts to forested habitat and wetlands.
 Discussion: I explained that we were aware of the numerous resources (wetlands, forested habitat, etc.) in the area. I even explained the IBCF program to him, which he was not aware of. I told him that when he sees the Level 1 Screening Report, it will provide estimates for impacts to each of these resource

[PIL 0148-Has many questions and wants](#) 6/29/2017 11:26 Niles Rosenquist

		<p>We have official hotel rates set up for the project at The Hampton Inn Evansville and the Residence Inn Evansville East. They were set up through Parsons, but the rates are valid for anyone affiliated with the project. The rates mirror the Indiana state per diem of \$89+tax per night and include free breakfast, parking, and Wi-Fi.</p> <p>The booking information may have already been shared with the teams, but if there is anyone else I should send the booking information to, please let me know!</p> <p>We're looking forward to working with you on this project over the next two years!!</p>
PIL 0159-Hotel rates for Project Team-.xml	6/30/2017 0:00 Rachel M. Weigler-Bensi	
		Brad came in with his co-worker who wanted to look at a map. He has visited the Evansville office.
PIL 0150-Wanted to look at map-.xml	6/30/2017 9:45 Brad Whitledge	
		Richard and his co-worker Brad were looking for someone else and stumbled on the office. Richard had wanted to visit the office but had not had time. He came in and looked at the map. His home is located on East Corridor. He understands if that is the chosen route and is okay with relocating. He was supportive of the project. I told him about the open houses and he said he will be attending.
PIL 0151-Stumbled on office but owns pr	6/30/2017 9:45 Richard McKee	
		Shelly and Mark came in to look at a map and ask some general questions about the project. They are in favor of the project. They are already signed up for the newsletters and text alerts.
PIL 0152-Property owner wanted maps-	6/30/2017 14:00 Shelly Garza & Mark Oal	
		<p>Dorisann: I think for safty sake you need to keep the exhistng bridge from Evansville to Henderson and build a new one for 69. The best route would be the East Corridor.</p> <p>Erin: Thank you for your message. I've shared your feedback with the environmental and engineering leads on our team. We plan to present the short list of alternatives at public open houses in the coming month - July 31 in Evansville and August 1 in Henderson. Please let me know if you'd like the details about those meetings.</p> <p>Dorisann: Yes I would like details about meeting</p> <p>Erin:</p> <p>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. The 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. Each open house will include a presentation from the Project Team at 6 p.m. We hope to see you there!</p>
PIL 0160-Locations of bridge-.xml	7/3/2017 0:00 Dorisann Rusche	
		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. We must keep the US 41 Bridges. As to the new bridges, the East Corridor and Central Corridor #2 make the most sense, in that order.
PIL 0153-project interests -.xml	7/3/2017 11:20 Herman F. Rusche	
		Bridgelink dropped off the attached letter addressed to Janelle Lemon.
PIL 0154-Bridgelink letter-.xml	7/6/2017 0:00	
		<p>Jordan stopped in the Evansville office and had several questions about the project. D'Lee said a project member would call him back. Below are some of his thoughts:</p> <ul style="list-style-type: none"> -investigate the Howell Rail yard's slack water port. project to use the dirt for the bridge -implement a tree mitigation program -use 41North as a pedestrian bridge connecting Eagle Slough and Audubon. -toll the new bridge -recommend the city of Evansville join the Midwest High-Speed Rail Association & use the bridge to downtown Henderson for a rail link as well as a pedestrian bridge. -Don't recommend a future west side auto bridge. <p>Central Corridor 1 is preferred.</p>
PIL 0155-Quesitons about project-.xml	7/6/2017 16:45 Jordan Baer	

PIL 0156-Thornton Gas Station-.xml	7/7/2017 10:59 Thornton Gan Station	Called to confirm which gas station the letter was pertaining to.
PIL 0161-Wanted paperwork-.xml	7/12/2017 10:45 James O'Nan	He received a property owner letter of a property he owns but his son occupies. He gathered all of the information we have here in the office. (Acquisition and relocation books, map, and Amber's business card.)
PIL 0163-Letter mailed to Evansville offic	7/13/2017 0:00 James Daniels	Please see attached letter that was mailed to the Evansville office.
PIL 0162-Wanted to know if house was g	7/13/2017 11:00 Tom Buedel	Tom and his wife came in to ask if we were going to take their house. I informed them that we are still really early in the process and no route has been determined. I told them about the open houses and encouraged them to attend. They took a map, relocation book, and my card.
PIL 0164-Open House information-.xml	7/17/2017 11:01 Harvey Ershing	Mr. Ershing called and left a message. Amber Schaudt returned his call at 1:05 PM. He wanted to know what the short list was going to be. I informed him that I did not have that information. I invited him to the open houses and gave him all of the information.
PIL 0165-Wanted map-.xml	7/18/2017 15:30 Lisa Carroll	Ms. Carroll received a property owner letter and wanted to see the map. She had talked with a few neighbors that had also received a letter. Janelle and I told her about the open houses. I gave her some extra handouts to give to her neighbors.
PIL 0168-Interested in procurement time	7/18/2017 16:00 Matt Sterling	Matt, Chad, and Jack all came in to learn about our project. They asked about the procurement timeline. I told him that we are not to that level in the process. They had general questions about the project area and timeline. I gave them all the information that I have been authorized to share. They had already signed up for text and email alerts. They took maps. they also left their business cards. (attached)
PIL 0243-Open house-.xml	7/18/2017 17:39 Teresa Daniel	Teresa: Is this event (July 31 and Aug. 1 open houses) suitable for DBEs or are there other outreach events planned in the future? Erin: Sorry for the delay! You are welcome to come to any of our events, but there won't be a station or presentation about DBE involvement. That's likely years away after the DEIS is published. Please let me know if you have any other questions!
PIL 0166-Open House Info on Facebook-.xml	7/19/2017 9:15 Linda Hassel	Lisa called to ask about the open house information. She found information about the open houses but it did not list the locations. She was confused about METS being free as well. I gave her the information and notified her that only HART was a free service. Amber contacted Mindy Peterson to get the changes made the social pages.
PIL 0261-Comments on West Corridors-.xml	7/20/2017 15:45 Michael Vick -- Facebook	West 1 and 2 as part of the "3 best choices" is ridiculous. Since when did gutting half of a city become a preferred choice to build an Interstate?
PIL 0265-West Corridor Comments-.xml	7/20/2017 16:15 Nanette Nunley Stearns	With 41 building up it would say it would go that way. Why else would all these business start putting their business there
PIL 0266-Comments on Corridors-.xml	7/20/2017 16:18 John Arnholt	I do like the 6 traffic lanes on the west corridor. Central corridor is nice in that it seems to be less impact on business and people. As with any change, it is tough on some people. My grandparents gave up farmland for I70.
PIL 0267-Central Corridor Comment-.xml	7/20/2017 18:02 Kelly Reynolds	I like Central 1. Less impact on homes & business plus gives an alternate bridge in the event of road work & barge strikes! Plus it comes out further east on I 69. And Best of ALL---- skips all those stinking Stoplights on 41!!!!

		<p>The West Corridors have the most negative impact on many landowners. What about their long term finances of uprooting what they have built over a lifetime and having to find replacement homes? The government won't give top dollar, not even fair dollar amount for their property.</p> <p>Dear I-69 Ohio River Crossing. It seems like you are looking at the West Corridors more favorably already, according to your response to this post and liking another post that favors the West Corridors and not liking the ones who favor the Central Corridor.</p>
PIL 0262-West Corridor Comments-.xml	7/20/2017 20:45 Jo-Anne Locke	
		West Corridor looks like the best option since it replaces the existing Evansville bridge and makes use of existing highway.
PIL 0268-West Corridor Comment-.xml	7/20/2017 21:43 Theresa Stier Brown	
		Using the west corridor and tearing down the existing bridges, after so much time and tax money has been used in their repairs is ridiculous. Why are we dealing with the constant headache of a three lane bridge if you want to tear them down? Seems like a gigantic waste of taxpayer dollars
PIL 0263-West Corridor Comments-.xml	7/20/2017 22:59 Megan Shelton Seprer	
		Kim saw the post on Facebook about the short list. She found information about the project office and decided to come in here to look at a larger map. She lives west of Central Corridor 1. I have her a map and told her about the open houses.
PIL 0167-Wanted to look at larger map-.xml	7/21/2017 11:00 Kim Poynter	
		Central1 is the best decision I drive this every day and we need a third alternative route
PIL 0269-Central Corridor Comment-.xml	7/21/2017 14:16 Ruth Shelton Atherton	
		Amanda: Are you interested in submitting photos for our business life section? This is part of Evansville Business magazine. Erin and Mindy sent Amber photos on Aug. 2.
PIL 0244-Open house photos-.xml	7/23/2017 20:17 Amanda Redenbaugh	
		<p>Travis:</p> <p>Hello, my name is Travis Johnson and I'm the President Elect of the Evansville Morning Rotary Club. In light of the very interesting I-69 Bridge conversation taking place in our community, we would like to invite a representative of your group to visit and give us an opportunity to learn more about what is being planned.</p> <p>The following dates are open if you would give us the privilege of having you as our guest.</p> <p>- Thursday August 10 or 17th - Thursday September 21st or 28th</p> <p>Our meetings take place 7am at the Tropicana's Evansville Room. We would appreciate having you sooner than later if possible.</p> <p>Thank you for your time and consideration!</p> <p>Janelle followed up with Travis to schedule a presentation on Aug. 10.</p>
PIL 0245-Speakers request-.xml	7/25/2017 1:15 Travis Johnson	
		<p>Log comment:</p> <p>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.</p>
PIL 0169-Wanted larger map with homes	7/25/2017 10:45 Jo-Anne Fray & Joyce Lo	

PIL 0176-John Blair email-.xml	7/25/2017 14:12 John Blair	<p>John Blair sent the below email to amber@i69somewherecrossing.com</p> <p>I hope that I was heard in my comments last week that it is important to actually hold a "scoping" hearing and comment period for the Environmental Impact Statement. To do less, is inviting delay and lawsuits that the public was not afforded a chance to actually have their comments recorded in an official capacity. A hearing would be easy to conduct, cost only the rental of a room and the cost of a court reporter to record the proceedings.</p> <p>Open Houses are fine to have conversations and ask some questions but there are issues involved in this ORX that require more and are supposed to be available under NEPA. The absence of an actual hearing and comment period could end up delaying the project significantly and I get the impression that no one wants that to happen.</p> <p>Therefore, I am officially asking for a "Scoping Hearing and Comment Period" to be opened on the project and published as soon as possible in the Federal Register.</p> <p>Check out the Valley Watch website at: http://valleywatch.net</p> <p>John Blair "First they ignore you, then they laugh at you, then they fight you, then you win." Mahatma Gandhi</p> <p>800 Adams Avenue Evansville, IN 47713 812-464-5663</p> <p>Amber forwarded this message to Steve Nicaise, Dan Prevost, Janelle Lemon, Jim Poturski, Gary Valentine and Marshall Carrier.</p>
PIL 0173-Jeff Buckley project survey-.xml	7/26/2017 0:00 Jeff Buckley	<p>The attached project survey was sent to the Henderson office.</p>
PIL 0170-general interest in location and	7/26/2017 8:52 Robert Cornbleet	<p>He wanted to know if we had a more detailed map to show more detail. I showed him the map that he says was in the paper. He owns apartments across from the Senior Center and the pool. He had heard that we would take his property if we go through there. I assured him that no decision has been made at this point and gave him information on how to stay connected with the project.</p> <p>He also asked who was paying for the offices. I told him it was Parsons.</p> <p>The following email was sent to amber@i69somewherecrossing.com</p>
PIL 0177--.xml	7/26/2017 9:35 Niles Rosenquist	<p>Amber, please forward this note to the project planners. Thank you.</p> <p>-----</p> <p>As a new member of the I69 Bridge Citizens Advisory group, I appreciated the opportunity last week to receive an update on the project and to participate in the "broad input and involvement from citizens throughout the region."</p> <p>There was, in my opinion, much valuable discussion and several important questions raised at the meeting.</p> <p>My question now is " What will be the output of the meeting?" Were there notes taken, or actual meeting minutes, documenting the discussion and opinions, and noting questions that needed further follow-up?</p> <p>I recall, for example, considerable discussion on tolling (particularly as it would affect local residents), the fate of the existing bridges, weight limits on the existing bridges, the cost of demolition vs. long term maintenance costs, etc. I am sure there were several other topics discussed and questions raised that others in the meeting thought to be important. Without documentation and follow-up, I am concerned that the committee's efforts will be of limited value.</p> <p>Again, I appreciate the opportunity to participate on this committee and am eager to see it as a continuing, effective means for active communication between project planners and the public.</p>
PIL 0171-Interested in Parcel map-.xml	7/26/2017 10:00 Hugh Stone	<p>Amber forwarded this message to Steve Nicaise, Dan Prevost, Janelle Lemon, Jim</p> <p>He stopped in to see if we had a parcel map. He owns property at 1930 and 1934 N. Elm.</p>

PIL 0174-Asking about Elm St.-.xml	7/26/2017 13:30 Danny Love	He lives within West Corridor 1. He had questions about Elm Street. D'Lee referred him to Steve. Steve showed him Google Earth map to look at his home location.
PIL 0175-Home impacted by West 1 -.xml	7/26/2017 14:45 Billy & Rhonda Calhoun	Will our home be impacted by West 1 Corridor? What does this mean for us? (Asking about Elm St.) D'Lee referred them to Gary. Gary looked at Google Earth with the couple. D'Lee gave them Relocation & Acquisition books.
PIL 0172-Friends of Patoka River letter-.x	7/27/2017 0:00 Nancy Gehlhausen	The attached letter was sent to the Evansville office.
PIL 0178-Learning about project-.xml	7/27/2017 13:45 Darrell E. Littrell	Darrell is just learning about the project and he wanted to be brought up to speed. He owns property along the west side of 41 north of the strip. He gathered information. I told him about our open houses and he will be attending both.
PIL 0185-Evansville Open House Comme	7/31/2017 0:00 Dennis Au	Retired Historic Preservation official: City of Evansville – Requested to be a consulting party. I am concerned about the potential 106 impact on 1) Brick Kiln sites east at US 41 on Indiana side. 2) Old US 41 bridge as National Register (Illegible) 3) Major Mound site of Kentucky side 4) Audubon Parks as CCC National register site
PIL 0186-Evansville Open House Comme	7/31/2017 0:00 Talmadge D. Vick	My desire is to work on this project as a minority business enterprise consultant. My area of expertise is M/WBE Program Development, Execution & Program Goal Attainment Successfully. My website www.vickstrategic.com I invite you to review my background/experience. My question who is/if any the organization to lead the M/WBE capacity building? Or the plan to ensure M/WBE involvement and coordination efforts? Sincerely, Talmadge D. Vick.
PIL 0187-Evansville Open House Comme	7/31/2017 0:00 Ted Miller	I think we need 2 bridges over the Ohio River; 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. Central Corridor 2 would allow more businesses to locate on it. The West Corridors would not have the area to do that. With the West Corridors, you're putting all the traffic on 1 road. With the Central Corridor, you could divide it up.
PIL 0188-Evansville Open House Comme	7/31/2017 0:00 Andrew Howard	1) Think the central corridor would be the best alternative for the long term. 2) Minimize toll options to keep twin bridges open
PIL 0189-Evansville Open House Comme	7/31/2017 0:00 Stephen Rogers	1) Important concern about tolls on ALL bridges—impact on those with little income traveling to medical facilities, businesses, churches, etc. 2) 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! 3) At this point west 1 seems to have the best route that helps businesses in Henderson 4) But having ONE bridge that is tolled impacts the people in point 1 above.
PIL 0190-Evansville Open House Comme	7/31/2017 0:00 Gary E. May	Room Setup: 2-3 people @route options impeded movement between stops. Tables/chairs too close to easels. No apparent accommodations for persons with (illegible) visions or hearing. Routes: West 1&2 seem to be best options. Minimal residential impacts/relocations. Highest priority. Let's NOT try to "improve" Twin Bridges in this future-oriented project.
PIL 0191-Evansville Open House Comme	7/31/2017 0:00 P. Kimsey	If the impact assessment is going to include environmental impacts: The west corridor 2 could be very detrimental to both Eagle Slough & John James Audubon State Park. The slough is a very valuable birding stop for migrating birds both spring & fall. It is also a valuable asset to the region in that it is one or more places that consistently harbor some of the more rare songbirds. The wetlands are good places to see shorebirds and eagles (illegible) are seen there as well as a heron (illegible.) The heavy traffic (noise, exhaust, pollution) would be harmful to his environment.) What impacts do I have in the decision? (is this comment card it) If there is only one bridge- what happens if it is closed (traffic accidents, icing conditions, etc?) No alternative bridge to get across the river.

PIL 0192-Evansville Open House Comm	7/31/2017 0:00 John Reislinger	My vote is to remove one bridge on US 41. Replace with double decker 3 lane span. 1 level SB, another level NB traffic then remove remaining existing span on US 41. Meanwhile, NB & SB traffic use existing bridges during construction of new span. Install electronic signs along 41 to encourage all through traffic to cross Ohio River @Owensboro. Or cross on existing bridges on 41 during non-peak hours/night. Mainly commuter travel traffic?
PIL 0193-Evansville Open House Comm	7/31/2017 0:00 Jeff Chandler	Who decides where land will be set aside for mitigation for wetland/forest impact? Recently heard of a proposal Green River Fish & Wildlife area that would serve this purpose.
PIL 0194-Evansville Open House Comm	7/31/2017 0:00 Michael Murphy	I live about 1 block east of Angel Mounds. Our neighborhood was completely destroyed about 12 years ago in the devastating tornado. We had to completely rebuild. We build a \$235K home in a nice middle-class neighborhood. This is a residential set of neighborhoods that are a good fit with Angel Mounds. The area is still having new homes constructed on a steadily increasing basis. I assume that they have calculated the loss of those over time. Talking with neighbors, I learned that we are not the only ones holding off on maintenance and home improvements. Just being on your map has not improved our assessments. Please treat our good neighbors in Henderson with respect & consideration also.
PIL 0195-Evansville Open House Comm	7/31/2017 0:00 Stephanie Lind	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. The region could benefit from a through Interstate facility in many ways. I do not believe this short of a segment warrants tolling, outside of obvious revenue generation. Hopefully Indiana & Kentucky can find other funding sources.
PIL 0196-Evansville Open House Comm	7/31/2017 0:00 Andy Scheessele	1) 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. 2) This project is not for the local people or businesses but for a major road from north to south.
PIL 0197-Evansville Open House Comm	7/31/2017 0:00 Shari Sherman	On behalf of Warrick Chamber is in support of the Central Route #1. It is most effective to build & provides the best option of being built. For additional info please contact. Thank you.
PIL 0198-Evansville Open House Comm	7/31/2017 0:00 Lance Krietemeyer	I live in Evansville and it seems like we talked more about KY than Evansville. I live off of Weinbach, West 2 is the closest to me. Wondering if they picked that one if it would impact my property. More detail in box areas would be nice.
PIL 0199-Evansville Open House Comm	7/31/2017 0:00 Russell Lloyd	Central Corridor 1 is the best choice in my opinion. 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. I believe tolling is viable for the I-69 Bridge. Allow 70 MPH with multiple lanes will be superior and choice of motorists. Even if US 41 bridges are an alternative. Central 1 best option for growth and development for the Henderson, KY area.
PIL 0200-Evansville Open House Comm	7/31/2017 0:00 Joseph Easley	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. I believe tolling is sensible, having less toll on US41 makes sense, eliminating most truck traffic from US 41 (or tolling them more heavily) would help congestion and long term maintenance costs. I believe wetland impact can be mitigated.
PIL 0201-Evansville Open House Comm	7/31/2017 0:00 Legra Jamal Swope	What processes are in place to ensure there is a DBE/MBE participation during this project? I'm looking to get my company involved heavily with this project. Please keep me informed on further updates.
PIL 0202-Evansville Open House Comm	7/31/2017 0:00 Theresa Boots	I strongly support the central corridor 1. It will not displace families & homes, as well as not displace businesses. There is also a safety factor, a new bridge (& leave 1 of the existing bridges open) This corridor will also tie into the 41 "strip" & direct traffic to the strip for food, gas & lodging. The 41 "strip" will not be bypassed.

PIL 0203-Evansville Open House Commen	7/31/2017 0:00 Cathy Edington	The cost of buying all the businesses/residences will escalate the west 1 & west 2 project. I like central corridor best with keeping the youngest twin bridge. Louisville is tolling 12.00 for trucks, 2.00 for (illegible) stickers and 4.00 for (illegible) stickers. I would assume that much or more. Cincinnati has 7 bridges. We need more than 1. I really want to keep at least one twin bridge open. Also the sooner we can get a new bridge, the better.
PIL 0204-Evansville Open House Commen	7/31/2017 0:00 James Mosley	Any opportunity for male MBE DBE owned firms located & based in Evansville. Mechanism to engage southern IN Evansville MBE DBE firms for participation in the project.
PIL 0205-Evansville Open House Commen	7/31/2017 0:00 Dick Hamby	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. Also, for your information, the representative that I and my wife talked to was a complete jerk, essentially insulted her. Also, it was stated that no businesses would be affected with central corridor 1. Just a reminder that farming is a business.
PIL 0206-Evansville Open House Commen	7/31/2017 0:00 Mike Schopneyer	The central corridor #1 route makes the most sense as it saves tax payer dollars upfront. And like Louisville, Cincinnati, St Louis and other nearby metros we compete with economically, this Evansville/Henderson metro needs 2 bridges. Plus, we need a toll-free option of the current bridge(s) to remain. It is understood this new route that benefits both local and interstate motorists should include a toll like new Louisville bridge.
PIL 0207-Evansville Open House Commen	7/31/2017 0:00 Sean O'Daniel	I69 long-term needs the east corridor with a toll bridge like Jeffersonville & Louisville. The truck shipping from north to south along I69 will need the route to bypass Henderson & Evansville. The regional citizens of Southern Indiana & Western Kentucky will need Hwy 41 bridge without toll for medical center service in Evansville and employment. Louisville has a lot of bridges across the Ohio River they wish were better planned. Nobody wants to live next to the bridge they need and use.
PIL 0208-Evansville Open House Commen	7/31/2017 0:00 Walter Glein	Since the no build option won't work, we have one one choice. Central corridor 1. Right now they are showing it only has 4 lanes. I think the south bound bridge should be kept and toll the same as the new bridge. Kentucky built their highway system on tolls and it appears to have worked quite well. If both bridges are torn down and central corridor one is used, there should be 6 lanes on the new bridge. No matter what decision is made, let's get on it and get this bridge built.
PIL 0209-Evansville Open House Commen	7/31/2017 0:00 Brant Seibert	We are located at Trocadero Plaza across from Ellis Park. We have seen an immediate drop in business due to construction north of the bridges. With median blocked off, we would like some kind of signage to inform customers how to access our location. Thanks Brant
PIL 0210-Evansville Open House Commen	7/31/2017 0:00 Erin Gibson	The news that two of the corridors would lead to the closure of the 1 twin bridges came as a shock. I think the initial announcement didn't address the concerns about losing hopes for redundancy. We need two points of access across the river. Please make the public comments easily accessible and visible so we can hear what others are saying and suggesting. Thank you for listening.
PIL 0211-Evansville Open House Commen	7/31/2017 0:00 Herman Rusche	We must keep both the HWY 41 bridges! We need an I69 bridge for through traffic and as an option, if the Hwy 41 bridges are not usable because of maintenance, earthquake, barge accident or truck/auto accident. If necessary, toll one or both bridges.

The central corridor is the best option. With just one route over the river, even interstate, there are multiple things that can cause the bridge(s) to need to close: accidents, barge hits, construction or patching, and people who jump or threaten to jump off a bridge. Keeping at least one of the current bridges (though prefer both) allows traffic to continue to flow. There are currently no viable alternatives, and both west corridors would leave us in the same predicament. Owensboro, KY has two alternatives and their economic ties with IN are not nearly as strong as the Evansville/Henderson ties. In addition, there has been a lot of business development along the Henderson strip on US 41 in the last few years. The west corridors would likely require demolition of those brand new developments.

[PIL 0212-Evansville Open House Comm](#) 7/31/2017 0:00 Donna Crowe

MR. SCHEESSELE: My name's Andy Scheessele.COURT REPORTER: Can you spell that?
MR. SCHEESSELE: S-C-H-E-E-S-S-E-L-E. And my concern is replacing the existing bridge -- bridges with one bridge. Whether we have a man-made catastrophe or an 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. I highly recommend the corridor 2, central corridor 2, or re-evaluate the eastern corridor.
(STATEMENT CONCLUDED AT 6:25 P.M.)
-- means the person changed a thought or didn't complete the sentence fully before continuing

[PIL 0247-STATEMENT BY ANDY SCHEESS](#) 7/31/2017 0:00 ANDY SCHEESSELE

MR. GRIFFITH: Whenever a barge hits the twin bridges, it's usually a major traffic snarl along U.S. 41, and so it's 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. So I favor in 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. U.S. 41 can sustain itself. It's the road to Nashville. I-69 south is the road to Memphis, which is Tennessee's largest city. Hopefully, when this project is done, we will realize that this isn't just a road to Henderson, it's a road to Memphis and it will be carrying Houston, Texas traffic, as well. This will mainly be a rural interstate south of Evansville, with exception of Henderson; and Madisonville; Union City, Tennessee; Dyersburg, Tennessee; and Memphis, Tennessee. So hopefully we'll have a mileage information sign here and directions to Henderson, and that sets the tone and eliminates any misconception that this is a Nashville highway. It's not although it follows the Nashville alignment a third of the way. Memphis is the big picture. It doesn't get any better than that. I would like to see the twin bridges remain as they are, and I-69 built east. Even if they have to toll the twin bridges to save them -- to maintain them. Toll both bridges, if necessary.
(STATEMENT CONCLUDED AT 7:40 P.M.)
-- means the person changed a thought or didn't complete the sentence fully before continuing

[PIL 0248-STATEMENT BY DAVID GRIFFITH](#) 7/31/2017 0:00 DAVID GRIFFITH

MR. BOOTS: 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. We support a toll on the central corridor bridge, and keeping the -- one of the existing bridges open without toll. We believe there's a safety concern when you route three lanes of traffic on one bridge like they are doing right now, going in opposite directions. Building the new bridges in the central corridor will alleviate the safety issues when a bridge has to go down for maintenance.(STATEMENT CONCLUDED AT 5:50 P.M.)
-- means the person changed a thought or didn't complete the sentence fully before continuing

[PIL 0249-STATEMENT BY IRA BOOTS-.xm](#) 7/31/2017 0:00 IRA BOOTS

MR. MOSLEY: So James Mosley. I have a company in bio kinetics, DBE certified, in the State of Indiana, and the State of Kentucky. I've worked on I-69 projects, both from Evansville to Indianapolis, and I-69 from Evansville to Henderson, Kentucky. I focus on environmental investigation services, but I also provide public involvement, and with a focus on environmental justice. Graduated from Indiana University School of Public and Environmental Affairs. And with -- and I'm a native of Evansville, and my business is based here in Evansville, Indiana. 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 rate payers will be involved in paying for the project. I feel there can be a good -- there's a good segment of minority business that are based here that can participate in this project and provide great outcomes, and measureable outcomes, for this project. And would like to see a mechanism to engage those minority, and DBE -- minority, and DBE businesses that are both certified as DBE, and NBEs, here -- locally based here in Indiana on this project, which is going to be impacted the residents of Evansville, and Henderson, as well as southern Indiana, and northern Kentucky.
(STATEMENT CONCLUDED AT 8:03 P.M.)
-- means the person changed a thought or didn't complete the sentence fully before continuing

[PIL 0250-STATEMENT BY JAMES MOSLEY](#) 7/31/2017 0:00 JAMES MOSLEY

MR. ROSENQUEST: I guess my one general comment is Evansville residents shouldn't be burdened with funding this bridge. It's an interstate highway being built, you know, cross-country really, and Evansville really doesn't need the bridge for its own purposes. It just happens to be the interstate is being built through Evansville. Evansville is quite well-served by the existing bridges, and local people are going to be paying tolls. Just a few comments. 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, and related to that, I've got a question: Is that new gas tax money being used today to complete I-69 in its northern sections from Bloomington to Indianapolis? I've seen where Morgan County is getting very high per capita benefits from that new gas tax, and I suspect it's for buying -- paying for I-69. Another alternative would be to put tolls on all of I-69 between Evansville, and Indianapolis. That would capture the true interstate traffic that's going to be using this bridge, and also roll that 1002 allows the state to request from the federal government. That's what tolling. I guess one question I have is: What's the cost to demolish a bridge versus the annual maintenance charges from the heavy truck traffic brought on -- taken on the bridge. It might be cheaper in the short-term, and the middle-term to leave the bridge in place, and pay the maintenance rather than pay the big one-time cost of demolishing it.
(STATEMENT CONCLUDED AT 7:47 P.M.)

[PIL 0251-STATEMENT BY NILES ROSENQUEST](#) 7/31/2017 0:00 NILES ROSENQUEST

Mr. Hamby and another lady come in to look at a parcel map. They were interested in central 1.
I invited him to the open house this evening to ask his questions to the project team. He said he would attend.

[PIL 0179-Wanted to see parcel map-.xml](#) 7/31/2017 8:45 Dick Hamby

Both West Corridors do not fill the actual need of the region and are worthless. There is no real choice here. We need another bridge, closer than the hour detour through Owensboro. There is too much economic transportation taking place through Evansville / Henderson to not fill that need. Central Corridor or "no build"? Knowing our regional and State's leaders, it'll probably come down to "no build" while Louisville gets yet another new bridge.

[PIL 0259-Central Corridor -- Need for Rec](#) 7/31/2017 16:40 Eric Titzer

"We need another bridge..." EXACTLY! We need to build the new ones and keep the twin bridges.

[PIL 0260-Redundancy-.xml](#) 7/31/2017 21:41 Donna Harker Crowe

PIL 0242-Central Corridor 1-.xml	7/31/2017 23:47 Pete Olson	<p>Pete: Unfortunately, due to work, I am unable to attend the open houses. But I wanted to give my support for the Central Corridor. Here's my main reason. This area needs a second bridge between Evansville and Henderson. If a wreck or construction or any number of other reasons closes one or both of the Hwy 41 bridges, you either have to wait it out, or go cross at Owensboro or Shawneetown. These are poor choices for a metropolitan area the size of Evansville. This can be a deterrent to businesses and families looking to locate here. A new route bridge will also reduce traffic over the existing Twin Bridges, especially heavy truck traffic, thus extending their life cycle. We need to step up and do this I-69 project right. We already made the hard, and right, decision for a "new terrain" route from Evansville to Indianapolis. Let's do the same for this section.</p> <p>Erin:</p> <p>Thank you for your feedback.</p> <p>Your comments will be added to the public record and routed to the Project Team for their consideration as the study moves forward.</p> <p>The presentation and handouts from the open houses, as well as the screening report, have been posted to the project website at https://i69ohiorivercrossing.com/public-information/</p> <p>Please let us know if you have any questions or additional comments.</p>
PIL 0246- I-69 Ohio River Crossing_Centr	7/31/2017 23:47 Pete Olson	<p>From: Pete Olson <peteolson129@gmail.com>Subject: Central Corridor 1Phone Number: 8126298103Address: 5668 Stacer Rd Message Body:Unfortunately, due to work, I am unable to attend the open houses. But I wanted to give my support for the Central Corridor. Here's my main reason. This area needs a second bridge between Evansville and Henderson. If a wreck or construction or any number of other reasons close one or both of the Hwy 41 bridges, you either have to wait it out or go cross at Owensboro or Shawneetown. These are poor choices for a metropolitan area the size of Evansville. This can be a deterrent to businesses and families looking to locate here. A new route bridge will also reduce traffic over the existing Twin Bridges, especially heavy truck traffic, thus extending their life cycle. We need to step up and do this I-69 project right. We already made the hard, and right decision for a "new terrain" route from Evansville to Indianapolis. Let's do the same for this section. Thank you,Pete Olson Newburgh, IN</p> <p>8/2/17 8:31 PM</p> <p>Dear Mr. Olson,</p> <p>Thank you for your feedback.</p> <p>Your comments will be added to the public record and routed to the Project Team for their consideration as the study moves forward. The presentation and handouts from the open houses, as well as the screening report, have been posted to the project website at https://i69ohiorivercrossing.com/public-information/</p> <p>Please let us know if you have any questions or additional comments.</p> <p>Best,</p> <p>Erin</p>
PIL 0213-Henderson Open House Commu	8/1/2017 0:00 Barbara Morgan	<p>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.</p>
PIL 0214-Henderson Open House Commu	8/1/2017 0:00 Brad Staton	<p>Two quick things: 1) If the central corridor is chosen & both sets of bridges are tolled, please consider less toll on 41 bridge to encourage visitors. 2) Both west corridors estimates should include an extra \$20-25 million for upgrades to the clover leaf (US 60) interchange improvements.</p>
PIL 0215-Henderson Open House Commu	8/1/2017 0:00 Eric McCloud	<p>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. The western corridor presents a potential noise and fragmentation threat to Eagle Slough and to Audubon Park. The central corridor route fragments the Green River state forest and results in the loss of important habitat, including the Indiana Brown Bat habitat. 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.</p>
PIL 0216-Henderson Open House Commu	8/1/2017 0:00 Charles Johnson	<p>Favor more business instead of residential, if possible. West corridor 1 .</p>

PIL 0217-Henderson Open House Commu	8/1/2017 0:00 Sue Babbs	I am not in favor of getting rid of both twin bridges. Keep at least 1 of them. Favor central corridor 1
PIL 0218-Henderson Open House Commu	8/1/2017 0:00 James Vincent	Build a new bridge & leave both old bridges; maintain old bridges with a toll. If project results in only one bridge it should be six lanes, 3 each way. Ideally, old bridges should be kept.
PIL 0219-Henderson Open House Commu	8/1/2017 0:00 Rosemary Ploss	I want a new bridge. Relocating is ok if need requires it provided we receive values and relocating cost. The cost of up keep of old bridges is high and most locals would take old bridges versus toll for the new bridge. Please protect wetlands and state parks. Just some thought to add! Thanks
PIL 0220-Henderson Open House Commu	8/1/2017 0:00 Don Ploss	#1 has some good and bad. Central has the best bang for the bucks.
PIL 0221-Henderson Open House Commu	8/1/2017 0:00 Williams L Buzzy Newan	Both west corridor routes need a barrier sound wall. I live one block from the proposed western route and currently, the noise from US41 north traffic is problematic. Otherwise, using the frontage road concept is a great idea. A question is the cross roads @Marywood & Watson lane.
PIL 0222-Henderson Open House Commu	8/1/2017 0:00 Daniel Leskinson	My concern is the introduction of tolls between cities. The need for an alternative route is in demand. Will I be given ample notice & compensation to move my fish cables attached to the bridges?
PIL 0223-Henderson Open House Commu	8/1/2017 0:00 Mike Richardson	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. 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. 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. No wonder our road funds are being depleted, everybody keeps building more highways to maintain.
PIL 0224-Henderson Open House Commu	8/1/2017 0:00 Susan Warren	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 down fall of the residential area in the south of Evansville, an area where KY Ave had many commercial businesses (McDonald's, Farmer's Daughter) and prominent houses on south end of Evansville. Don't advocate the death of 41 that would happen with the central corridor.
PIL 0225-Henderson Open House Commu	8/1/2017 0:00 Jimmie & Carol Griffith	We do not want pile driver noise or damage in our old age. If you are doing, we would rather you just buy our house. Lots of good this is, just a note. Also, we hate bridge tolls.
PIL 0226-Henderson Open House Commu	8/1/2017 0:00 Nick Patel	I prefer West Corridor 1. Most feasible.
PIL 0227-Henderson Open House Commu	8/1/2017 0:00 Ray J. Rexing	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.
PIL 0228-Henderson Open House Commu	8/1/2017 0:00 Bryant L Woodard	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 from equipment back and forth. Interstate only will put a hardship on them moving their equipment.
PIL 0229-Henderson Open House Commu	8/1/2017 0:00 Brian Canter	I can't see any reason to choose a path that would eliminate the twin bridges. 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. With no semi or greatly reduced semi traffic on twin bridges that should prolong their life greatly I would think. I vote central #1.

PIL 0230-Henderson Open House Commu	8/1/2017 0:00 Gary H. Thomas	I would think you could shorten central corridor 2 from 351 to the HWY 425 bypass to save some money. I thought I69 would bring expansion and future development to 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! -Local farmer
PIL 0231-Henderson Open House Commu	8/1/2017 0:00 Elizabeth Kelsey	If you choose one of the West corridors, please consider a friendly entrance to Audubon Park. Also 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 (ie don't make it where Henderson loses the economic benefit of increasing traffic to the downtown area. Please make any sound barrier using plants/ivy/bushes. Henderson is proud to be a tree city!) MR. HUNT: Very important to have a safe way for children to cross from Audubon Park to -- across to the west side of the river -- or west side of 41. (STATEMENT CONCLUDED AT 5:59 P.M) -- means the person changed a thought or didn't complete the sentence fully before continuing
PIL 0252-STATEMENT BY JAMES HUNT-x	8/1/2017 0:00 JAMES HUNT	MS. NELLIS: My vote would be for central corridor 1. I think the western corridors would go down the existing highway through the Henderson strip would not work well with all the traffic. It's already overburdened with traffic, and with all the businesses beside it there would be a lot of accidents. So I think that may be the cheapest route, especially because they will be able to reuse the bridges that are already there, but I think the cheapest in the short run may not be the cheapest in the long run. The east corridor, and the central second corridor, I take because they use less existing highways. The initial cost of those would not be as good a choice as central corridor 1, which has the best of not having -- being as expensive as some of the others, but yet routes the traffic around the Henderson strip. So for that reason, I'm voting for central corridor 1. Thank you. (STATEMENT CONCLUDED AT 7:47 P.M.) -- means the person changed a thought or didn't complete the sentence fully before continuing
PIL 0253-STATEMENT BY CAROLINE NELL	8/1/2017 0:00 CAROLINE NELLIS	MR. CONYERS: I am Lance Conyers. I work for HCC. I propose that we go with corridor -- central corridor just because of the fact it is low maintenance, and would take a lot of unused land, and it just seems like the simpler idea. Also, I propose that we -- the two existing bridges, I think we should just demo those bridges, and just because of the maintenance fact, and the cost of keeping up with those old bridges, and just use the new bridge to cross to Indiana. I believe that's all I have to say. (STATEMENT CONCLUDED AT 5:59 P.M.) -- means the person changed a thought or didn't complete the sentence fully before continuing
PIL 0254-STATEMENT BY LANCE CONYER	8/1/2017 0:00 LANCE CONYERS	Ms. Neely called the office at 8:30 to ask where the office is located. She then came to the office around 10:30 to get the handouts from last night's open house. I have her the screening report handout. She indicated that she lives on Rucker Rd. She was relieved to hear that she would not be impacted.
PIL 0180-Wanted handouts from open h	8/2/2017 8:30 Brenda Neely	He asked for two copies of the screening report. We have them to him.
PIL 0181-Wanted screening reports-.xml	8/2/2017 9:00 Robert Morton	Mr. King owns a farm on both sides of US41 just north of the railroad crossing and his son owns a home just north of this farm. Gary Valentine showed him the conceptual Central 1 Corridor on google earth which at this time avoids his farm but gets near his son's house. Gary Valentine told them these are preliminary and that we'd have more detail this winter.
PIL 0182-Owns farm on CC1-.xml	8/2/2017 11:00 Jerry King	He called to hear the short list of alternatives. He received a letter and wanted to know if it would still impact him. he described his home located on the phone. I told him that based on what he was saying, Central corridor 1 could be close to his home. I invited him to come to the project office to look at a project map and gather some information.
PIL 0183-Wanted short list-.xml	8/2/2017 11:28 Steven Early	

PIL 0184-Open House attendee-.xml	8/2/2017 13:10	Glenna Luntsford	Glenna attended the Open House but left when the fire alarm happened. She called to see if we still had the presentation or if we had to reschedule. I notified her that we did have the presentation. She then asked me if I knew which subdivisions would be affected. I told her that we did not have that level of detail at this time.
PIL 0232-Comment card mailed to Evv-x	8/3/2017 15:30	Greg Meyer	I went to the 7-31 public meeting expecting to support the Central Corridor in order to avoid any impact on the Eagle Slough Natural Area. But, after seeing and hearing about all three options, 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. Also, will bike/ped options be considered?
PIL 0233-Comment Card through Pam_D	8/4/2017 10:25	Russell Sights	The Central Corridor route will cause a serious stormwater problem. All water in that section of the county and city will be channeled to Canoe Creek which goes through the City of Henderson. Complete water management should be addressed early to ensure citizens this will not be a problem during and after construction.
PIL 0234-Comment card dropped of in H	8/4/2017 12:31	David Hatchett	<p>8/3/2017</p> <p>To whom it may concern,</p> <p>I would like to express my thoughts and concerns to the 3 chosen corridors for the I 69 Ohio River Crossing. I am a lifelong resident and businessman of Henderson, KY. I believe this project is needed and long overdue for this community. I want to see it built correctly and soon, for the betterment of this community, so here are my thoughts on the matter.</p> <p>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. It would remove over 200 homes and/or many businesses. The remaining home owners 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. And can those same longtime residents realistically replace the same type of home they had?</p> <p>The businesses that are displaced have no guarantees that they can rebuild or relocate and if they do, will they be successful in a new area? The businesses that are able to remain probably won't have the convenient access they currently enjoy. There are currently 6 major gas stations/convenient stores that depend heavily on pass through out of state traffic. I could see their business greatly decline without convenient access. That could lead to a reduction in state gas taxes collected. The same argument could be made for the motels and restaurants on the US 41 strip. More than a 1000 people work in this area. Can you guarantee they will still have a job when the project is finished? I know that maintenance costs are a big issue with the old bridges and rightfully so. However, 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 maintenance costs (at</p>
PIL 0235-Project survey mailed to Hendo	8/4/2017 13:00	Berry B. Adcock	<p>I live in the area.</p> <p>Do you or your family own property along any of the broad alternatives being considered? No.</p> <p>Do you think there are other significant factors the Project Team should consider? The current Twin bridges need to remain for local traffic and should NOT be changed to a toll bridge.</p> <p>A broad range of alternatives is being considered by the Project Team. What are your thoughts on the alternatives identified?</p> <p>I feel that Central Corridor 1 is the best option for the new toll bridge.</p> <p>When considering the I69 Ohio River Crossing Project, what factors are important to you?</p> <p>The new bridge needs to be a toll bridge with options of EZ Pass for local use.</p> <p>Thank you for your hard work and dedication to this important project.</p>
PIL 0241-Website-.xml	8/4/2017 22:28	Miki Blicher	<p>Miki: Love the website. Keep up the good work!</p> <p>Erin: Thank you for your message. We're always open to suggestions, so please let us know if there's anything else we can do better.</p>

PIL 0240-Missed meeting-.xml	8/6/2017 6:00 Kenny Taylor	<p>Kenny: I was out of town last week. Is there any more news what is going on with the 3 routes left?</p> <p>Erin:</p> <p>Thank you for your message.</p> <p>At least week's meetings, we gave an overview of the three routes that are moving forward. The handouts and presentation are available on the project website at https://i69ohiorivercrossing.com/public-information. This includes the reasons those three corridors will be evaluated further. One of the handouts featured the "typical sections" for each of the corridors, showing how traffic, frontage roads, pedestrian facilities, etc. might look.</p> <p>We plan to hold the next public open houses this winter. At that time, we'll have additional information about potential right of way impacts, environmental impacts, tolling and the future of the US 41 bridges.</p> <p>Please let me know if you have any additional questions.</p>
PIL 0236-Comment card mailed to Evans	8/7/2017 0:00 Mike Lodato	<p>This is a great project and I fully support it. I strongly favor the West Corridor 1 route. 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 have no opposition to placing tolls on the new bridge if that will help get it built.</p> <p>I think the above 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.</p>
PIL 0237-Comment card mailed to Evans	8/7/2017 0:00 John C. Scheer	<p>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.</p> <p>On the other hand, I can see the value of not bypassing the Henderson business strip if one of the West Corridors is chosen. I am encouraged by the effort to minimize impacts to parks and nature preserves as well as to historically significant structures.</p> <p>A bike and pedestrian path on one of the bridges would be an asset.</p>
PIL 0238-Comment card mailed to Evans	8/7/2017 0:00 Anonymous	<p>The best option would be the central 1 corridor. I am totally against displacing 300 homes. I didn't add my name in fear of some type of retaliation. I am a lifelong resident of Henderson. (Please make the smartest decision).</p>
PIL 0239-Comment Card emailed-.xml	8/8/2017 0:00 Dean Spooner	<p>West corridor 1 & 2 will cause too much disruption and economic loss for businesses and for people. The addition of I-69 to our area will result in growth. We need to maintain US41 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 the two bridges US41 bridges; however, they already have the commitment to maintain. This is not a new burden for them (the government) as West corridor 1 or 2 will be upon the people of this area. Support Central corridor options!</p>
PIL 0258-Twin Bridges -- Redundancy-.xn	8/8/2017 12:30 Taunya Lewis Eyre	<p>this region needs an additional crossing, not a replacement</p>

PIL 0275-Ohio River Bridges-.xml	8/8/2017 13:39 Doug Briggs	<p>Doug wrote:</p> <p>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. The Central 1 path is the most logical and least amount of interruption for homes and businesses. With I69 connecting both cities we can finally get past the Stop Light City title. Tourist and local business travel will continue on the twin bridges and the new bridge could handle the larger truck traffic which does not wish to stop at every light while going thru town. People who want to stop for gas, food, and lodging will still continue thru Hwy 41 but we will finally get the extra traffic which avoids Henderson and Evansville due to all the stop lights. I would also 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. Henderson and much of the tri-state has enjoyed a very much lower gasoline price over the last 30 years as anyone who travels in any direction of the tri-state can confirm. 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. 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.</p>
PIL 0256-Comment on Corridors-.xml	8/9/2017 6:52 Patrick Lake	<p>West Corridor 1 appears to have the least environmental impact in comparison with the other two identified. 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 Forrest. The Central Corridor1 route also has the gas line relocation as a major concern. If the Central Corridor 1 is ultimately selected, noise barriers must be placed at the Braxton Park subdivision.</p>
PIL 0257-Comments on Corridors and Tw	8/9/2017 9:00 Suzanne Stagg	<p>I am a new resident to the area, who was born in the area and has always kept close ties to the area and can remember when the twin bridges became twins, I'd like to add some input. I've spent the last 53 years living in the Cincinnati area, an area that has seven bridges over the Ohio River. The one thing that I have noticed is the number of wrecks or incidents that take place on Evansville/Henderson's Twin Bridges. It seems that there is always something happening on the 'Twins' weekly that causes delays or closings. It also seems that a great deal of the incidents are caused by speeding and/or reckless operation of vehicles. As far as speeding, it would probably be easier for me to count the times I have crossed the Twins with no one passing me while I am crossing the bridge at maximum speed limit, as the norm is to be passed by multiple cars exceeding the speed limit. It really is a problem that needs to be addressed. My solution to the problem could help with the financial problems that currently seem to plague the area's bridges (both current and projected). In the past four years I have traveled the roads between the Evansville/Henderson area and Cincinnati area at least once or twice a month. Traveling through Louisville, I have watched the further decline of the I-64 bridge on the western edge of Louisville go from a closed bridge to a bridge in really poor shape. A bridge that is closed when oversized overweight trucks must use it. A bridge that I try to stay off of. I've also watched the building of the new I-65 bridge and the new I-265 bridge on the east side of Louisville. The I-265 bridge has made my commute so much easier and has kept me off the old dilapidated I-64 New Albany bridge. These two new bridges in the Louisville area are both toll bridges, and unlike the toll bridges of years ago, they have no toll booth, but rather use high tech cameras that pick up your license plate numbers. If you prepay to cross the bridge, then your crossing is deducted, if you are an infrequent non registered car, you are invoiced monthly for the number of times you crossed. 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</p>

PIL 0255-Wanted to know if his property	8/9/2017 11:10 John S Harding	John came in to look at a larger map. I showed him the one we have on the wall. He was not satisfied with that and asked when/how he could see a larger map. I informed him that this is as much detail as we have at this point. We are working daily on gathering information to make those decisions. I told him we should have more information in winter 2017/2018. He said he lives in California but still owns property here. He will be returning in October and will come back to the office.
PIL 0264-Tolling Comments and Twin Bri	8/9/2017 16:30 Michael Vick -- Facebook	I-69 Ohio River Crossing 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. Our communities are closely linked together, while you are considering all options, perhaps you should spend some additional time studying that.... 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!!
PIL 0271-Preference for Central Corridor	8/10/2017 12:30 Frank Boyett	I was unable to attend the hearings but I would like my input to be on record. I favor Central Corridor 1, but 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. I believe that would get heavy use in coming years and foster inter-community ties between Henderson and Evansville, Newburgh etc.
PIL 0274-Missed meeting-.xml	8/12/2017 18:29 Kenny Taylor	I feel taking the Central 1 route could be a bad economical decision in the long run for Henderson. I believe going to the the west 1 route (even though it could be the most expensive routes)keeps Henderson in the economical race with the interstate and not hiding Henderson strip from I-69 is a major plus.
PIL 0272-West Corridor 1 best-.xml	8/14/2017 0:00 Patrick R. Lake	West Corridor 1 appears to have the least environmental impacts in comparison with the other two identified West Corridor 2 and the Central Corridor 2 both have some environmental impact issues given their proximity to Audubon State Park, the Wetlands, and the Green River Forest. The Central Corridor 1 route also has the gas line relocation as a major concern. If the Central Corridor 1 is ultimately selected, noise barriers must be placed at the Braxton Park subdivision.
PIL 0273-Vote for CC1-.xml	8/14/2017 0:00 Richard C Lamb	Vote for Central Corridor #1 The US 41 twin bridges are currently undergoing an extensive renovation and it is projected to extend their lives by 25 years. That said, go ahead and build a 6 lane I-69 bridge for the future when it is no longer viable to keep the US 41 Bridges. You will lose most 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. You can toll the US 41 Twin Bridges also if you think you need to. Did the traffic count on the I-64 bridge at Louisville go up when the other bridges started tolling?
PIL 0276-Comment card mailed in-.xml	8/17/2017 0:00 Cora Byrer	I favor the Central Corridor 1 for I-69 because it will be less problems for everyone involved. I think getting rid of the twin bridges would be a huge mistake. No matter how many cars and trucks you estimate coming from Canada to Mexico, it will always be more cars and trucks. I favor tolls for the new I-69 bridge & US 41 twin bridges. Have you even been stopped in traffic on US 41 because of construction, auto accident & etc. for several hours before you even get to the bridges? I have and it makes you late for work, appointments and in an emergency, your life could be in danger.
PIL 0277-West Corridors concern-.xml	8/22/2017 0:00 Sherry Hewell	I have attended the presentation in Henderson in August. I am concerned about the disruption to homes and businesses that the two west corridors would cause. 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. Although I know there is more data to be collected. I will continue to follow your deliberations. -Sherry Howell

PIL 0278-Vote for East Corridor-.xml	8/22/2017 0:00 Ann Zehner Angle	<p>I am voting for the East Corridor because it will be the most interstate-like route. I think it is smart to build new bridges over the Ohio River (the current twin bridges will need too many repairs to make them viable) and to run I-69 on the east side of both Evansville and Henderson (to put I-69 through Henderson would be "an accident waiting to happen." There would need to be exists that would back up daily. I know the businesses stand to lose business, but they will need to advertise or re-locate.) 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.</p>
		<p>Daniel Layton: It has come to my attention the two of the three proposed routes for the Ohio River Crossing will run very near or possibly through a Sycamore Land Trust nature preserve called the Eagle Slough Natural Area. Our country is rapidly running out of natural areas relatively undisturbed by our ever growing road network. 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, which Indiana donors have spent millions of dollars to protect, 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.</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0288-Impact of Ohio River Crossing o	8/22/2017 13:41 Daniel Layton	<p>Good Afternoon,</p> <p>I recently learned that the planning committee is currently considering three options for a new bridge in the Evansville area. Two of which run very near or through the Eagle Slough Natural Area. This protected piece of land consists of an educational trail and overlook decks for the public to enjoy. 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.</p> <p>More than a thousand people visit Eagle Slough each year for hiking, bird-watching, exercise, recreation, and environmental education. Eagle Slough's unique educational trail, raised boardwalk pathway, and recently rebuilt viewing deck make it a valuable resource to the community. Dozens of public events are held here every year, as well as Eagle Scout service projects, school trips, and more. More and more studies show the importance of natural areas to communities with irreplaceable positive mental and physical impacts. The health and wellness of a community can be directly tied to the quality of the natural beauty in and around that community.</p> <p>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.</p>
PIL 0300-I-69 Ohio River Crossing - West	8/22/2017 13:46 Kristen Schuler	

Nancy Owen:

Please consider how you may develop a different Ohio River Crossing other than through or near this environmentally important reserve. Now that the federal EPA has been gutted, we need to act responsibly, project by project, to protect our children's inheritance. Thank you

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0303-Sycamore Eagle Slough Reserve](#) 8/22/2017 13:51 Nancy Owen

John Branigin:

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. Eagle Slough is a unique bottomland system that is home to the white ibis and wood duck, among dozens of other decreasing species of birds and wildlife. It was created with the intention of preserving said environment forever -- and to destroy it by coming close to or crossing it with a highway would be an irreversible slight to future generations. Please avoid destroying both Eagle Slough and Audubon State Park. Thank you.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0296-Save Eagle Slough and Audubon](#) 8/22/2017 13:52 John Branigin

Victoria Nelson:

Dear decision makers,

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. Please choose the eastern route to ensure the wildlife area of Eagle Slough will not be impacted.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0306-Please protect Eagle Slough-.xrt](#) 8/22/2017 13:56 Victoria Nelson

	<p>Kathy Oakley Please reconsider disruption to the Eagle Slough natural area, owned by Sycamore Land Trust. I am a land donor to this organization and believe it is essential to the work to keep some of southern Indiana's natural areas protected for future generations. Disruption of this Evansville area property is not warranted, and the value of the natural area should take precedence over other considerations. 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. Thanks KO</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0299-SLT property threatened-.xml 8/22/2017 14:15 Kathy Oakley</p>	<p>Annette Alpert: Please eliminate any thought of placing the path anywhere that will violate the carefully preserved and delicate wetlands of Eagle Slough Natural Area, part of the Sycamore Land Trust, of which I am a member. I-69 has already caused irreparable harm to our IN countryside and this is too much to bear.</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0286-I-69 course on IN side of OH Riv 8/22/2017 15:04 L. Annette Alpert</p>	<p>Jennifer Krueger: Please do not build near or in the Eagle Slough Area in Evansville. This area is quite pretty and important habitat as well. We would hate to drive a highway that disturbs it and could easily justify not going to Kentucky if this is how it would be done. These areas are important to people such as my family as well as to animals. Thank you.</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0295-I-69 bridge into KY - Eagle Sloug 8/22/2017 15:18 Jennifer Krueger</p>	

Ann Connors:

When I69 is expanded from Evansville to Kentucky, please do not destroy any part of the beautiful and important Eagle Slough Natural Area! This is a habitat for huge bald cypress trees and over 100 species of birds. It is also a valuable educational walking trail used by schools, community organizations and the public in hosted hikes and for people on their own for hiking, bird watching, photography and being in nature. 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. Please do not destroy any part of it when the highway is rebuilt. Thank you very much.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0283-Please protect Eagle Slough Nat](#) 8/22/2017 15:28 Ann Connors

Bill Holladay:

In choosing which route to take for the new I-69 bridge, please select the one that most thoroughly avoids the Eagle Slough Natural Area.

Such ecologically important areas are rare in Evansville, and they are highly vulnerable to damage from external pollution and other disturbances that a busy interstate highway can produce. Thank you.

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Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0287-Avoid Eagle Slough Natural Are](#): 8/22/2017 16:48 Bill Holladay

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. The birds alone at Eagle Slough draw many visitors to the area. It's a place of great biodiversity--and such a rare ecosystem in Indiana that it should be treated as the valuable and irreplaceable treasure that it is. I would therefore urge the project officials to drop the western corridor plans and protect Eagle Slough.

Thank you,

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Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0293-I69 Ohio River Crossing-.xml](#) 8/22/2017 17:24 Gillian Harris

Richard Harris:

I urge you to take all necessary measures to protect the Eagle Slough Natural Area as you consider options for the I-69 river crossing. Two of the three western options for crossing the river potentially threaten the ESNA. Any decision on the river crossing should take all necessary precautions to protect this valuable natural area.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0305-Ohio River Crossing-.xml](#)

8/22/2017 19:25 Richard Harris

Greetings,

The Eagle Slough Natural Area is clearly a beloved and supported area. Years ago corporations (Toyota, Alcoa), civic organizations (Vanderburgh County Soil & Water District), and volunteers (Sycamore Land Trust) joined forces to protect this unique public treasure. 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.

We all benefit—we get healthier as we walk, we commune with nature and restore our souls. Nearby businesses appreciate patronage from the many out-of-town visitors. Sensitive bottomlands like Eagle Slough are key to the overall health of the area ecosystem, by stanching erosion and preventing floods.

Please do your best to design Highway 69 so that it avoids Eagle Slough.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0301-Protecting a natural treasure](#) E

8/22/2017 21:45 Mary Beth Roska

Eagle Slough Natural Area and the John James Audubon State Park are environmentally sensitive areas that are protected by conservation groups (Sycamore Land Trust, of which I am a member, and the Kentucky DNR, respectively). The two proposed routes that would negatively affect these areas are West Corridors 1 and 2.

A lot has gone into protecting both of these places, along with making them accessible to the thousands of people that visit each year.

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. Thank you for your time and consideration.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Please let me know if you have any additional feedback or questions we can address.

[PIL 0298-Please avoid Eagle Slough and t](#) 8/22/2017 23:32 Karisha Kirk

He wants a project member to speak at the Madisonville Kiwanis club on Friday, September 1st at noon.

Amber Schaudt email project team to see if we can cover this request. The project team will not be able to do this date. Amber has contacted Mr. Corum to let him know. He will get with the program chair and look at the lineup for October. He will contact Amber in a few days.

[PIL 0279-Madisonville Kiwanis-.xml](#) 8/23/2017 8:56 Bill Corum

Mary Lee Luskin:

Wetlands are vital to wildlife and by extension to our own well-being. Two of the routes under consideration for the I 69 western corridor would have a significant detrimental impact on Eagle Slough. Indiana cannot afford to lose more of our natural environment. Please protect Eagle Slough.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Please let me know if you have any additional feedback or questions we can address.

[PIL 0302-I69 western corridor-.xml](#) 8/23/2017 10:48 Mary Lee Luskin

PIL 0292-I-69 Ohio River Crossing-.xml	8/23/2017 11:19 Ellen Stauffer	<p>Ellen Stauffer:</p> <p>Eagle Slough is a community asset. More than a thousand people visit Eagle Slough every year for hiking, birdwatching, exercise, recreation, and environmental education. Eagle Slough's unique educational trail, raised boardwalk pathway, and recently rebuilt viewing deck make it a valuable resource to the community. Dozens of public events are held here every year, as well as Eagle Scout service projects, school trips, and more.</p> <p>Collaboration continues to protect this land. Local businesses, government agencies, residents, and community groups joined together to save Eagle Slough a decade ago because they saw the value in protecting such a unique and beautiful habitat. Hundreds of volunteers have contributed to the property's ongoing protection and restoration. Sycamore Land Trust acquired this land with the promise of protecting it forever, as with all land that it owns. The supporters of this project deserve to see their vision honored. Corporate supporters include Alcoa, Toyota, and Vectren. Government agencies include Vanderburgh County Soil & Water Conservation District and Four Rivers RC&D.</p> <p>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 for people who live in the area. With wide, friendly hiking trails and benches for spending time, residents in the area are offered the perfect opportunity to relax in nature without traveling too far. Spending time in nature is proven to have public health benefits, impacting both physical and mental wellness.</p> <p>Bottomland hardwood ecosystems are rare. Wetlands are incredibly productive ecosystems that provide benefits for soil, water, and air quality. These factors</p>
PIL 0291-I-69 Ohio River Crossing-.xml	8/23/2017 12:08 Elizabeth Gwynn	<p>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).</p> <p>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 the abundant wildlife that depend on them for safe habitat, as well as those who visit. Protecting these natural spaces and providing ample mitigation will serve all residents and businesses well. Eagle Slough is a community asset. More than a thousand people visit Eagle Slough every year for hiking, birdwatching, exercise, recreation, and environmental education. Eagle Slough's unique educational trail, raised boardwalk pathway, and recently rebuilt viewing deck make it a valuable resource to the community. Dozens of public events are held here every year, as well as Eagle Scout service projects, school trips, and more.</p> <p>An oasis of wetlands and mature bottomland forest, Eagle Slough provides excellent habitat for birds and other wildlife. 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. The bald cypress stands at Eagle Slough contain some of the largest bald cypress trees in the state. It was the site of a nationally published environmental study due to its tremendous biodiversity. Volunteers have been deeply involved in Eagle Slough's protection, helping to construct a walking trail with interpretive signage, building observation decks, and constructing an outdoor classroom. The property is handicapped-accessible. Sycamore partnered with several local and regional groups to provide permanent protection for the property in 2012. Financial support for the property came from</p>

Dave Stratman:

The I-69 Ohio River Crossing planning committee is currently considering several routes through Evansville for a new bridge. Two of the three final options (the Western Corridors) run very near to (or possibly through) Eagle Slough Natural Area. Besides wildlife habitat, this wetland preserve in Evansville provides educational trails and overlook decks

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0289-Eagle Slough Natural Area-.xml](#) 8/23/2017 13:35 Dave Stratman

Paul Cantrell:

There are still a few things money and commerce cannot buy. The creation and preservation of natural areas such as the Slough wetland forest in Evansville is one of them. Such areas contribute greatly to the well-being of all of us and I urge that it's preservation be prioritized over other mere monetary considerations, and that the route for the I-69 Ohio River crossing be chosen for the least impact on this rare, irreplaceable, and invaluable natural resource.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0304-ORX-.xml](#) 8/23/2017 13:58 Paul Cantrell

Donna Marcus:

urge you to design this bridge project to avoid degradation of this natural area. The state is not being asked to spend its own money, but to value the work and money donated by citizens who do care about our ever-threatened natural environment.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0290-Eagle Slough area protected by](#) 8/23/2017 14:26 Donna Marcus

Hello, I am a strong supporter of the construction of a new bridge over the Ohio for I69.

I am also a strong supporter of Eagle Slough and, way back in 2005 or 6, initiated the process which resulted in the purchase of much of Eagle Slough from the state of Indiana (it was surplus by INDOT) by a not-for-profit.

I encourage you to site the bridge so that there is minimal impact upon Eagle Slough and its treasured wetlands which include many birds (bald eagles included) and rare trees.

In addition, be aware of the need for the general public to safely access the Slough itself and existing and future trails. Please create access under/over the bridge to assist the goal of connectin

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Please let me know if you have any additional feedback or questions we can address.

[PIL 0284-I69 crossing and Eagle Slough-.x](#) 8/23/2017 14:29 Vanderburgh County Co

Please protect Eagle Slough Natural Area. The DNR is clear cutting chunks of our Indiana State Forests and we can't afford to destroy more of our natural areas. Please consider how important our wetlands are for nature, for the well being of our land and for the people of Indiana now and in the future.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Please let me know if you have any additional feedback or questions we can address.

[PIL 0297-I69 Western Corridor-.xml](#) 8/23/2017 14:34 Julie Lowe

Jeff Kleinlein:

We need to save and preserve our wetland areas. Eagle Slough Natural Area is important to Indiana and to the environment. Please do not destroy this area or build close to this area.

Erin Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Please let me know if you have any additional feedback or questions we can address.

[PIL 0294-Eagle Slough-.xml](#) 8/23/2017 17:40 Jeff Kleinlein

PIL 0285-Protect Eagle Slough-.xml	8/23/2017 21:39 Abby Henkel	<p>Abby Henkel: I'm writing to ask the committee to keep in mind the severe environmental impacts of building a highway. 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. This nature preserve has huge benefits for the community and the wildlife who depend on it. Please make sure that all precautions are taken to take care of this wonderful bit of wilderness, which is accessible to people of all income levels (it's free), is used year-round for hiking and environmental education, and is home to important species like cypress trees, wood ducks, and white ibises. Thank you!</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0282-Eagle Slough-.xml	8/23/2017 22:04 Connie Walts	<p>Connie Walts: Please protect Eagle Slough. It is a vital habitat in our community.</p> <p>Erin Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address. Sincerely, Erin Pipkin-I-69 ORX Public Involvement</p>
PIL 0280-CC1 favored-.xml	8/24/2017 0:00 Michael & Sherry Russ	<p>We favor Central Corridor 1 as being less disruptive than either West Corridor. Favor keeping at least one of twin bridges, probably (illegible) to cut down on maintenance costs.</p> <p>I would prefer the use of Central Corridor 1 for the following reasons:</p> <ol style="list-style-type: none"> 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 6. Limited environmental impact.
PIL 0281-Prerfer Central Corridor 1-.xml	8/24/2017 0:00 Danny P Taylor	<p>I had a gentleman call this afternoon about the property he has on Central Corridor 1. He owns a camp on Nugent Dr. (he does not know the actual address) He does not own the land but has structures on it that he owns. He has something from a lawyer that says he has right. I don't know the extent of "his rights". He wants to know what will happen if this property is affected. Steve Nicaise highlighted in the FHWA Acquisition and Relocation books to help answer his questions. Amber prepared the books and Steven mailed them to him.</p> <p>He said his camp was the 4th lot west of the pipeline. He wants to know if he will be affected. Amber called him back and told him that we did not have that level of detail at this point.</p>
PIL 0311-Wants to know if property will	8/24/2017 13:25 Daniel Hass	

	<p>Ms. Shipp:</p> <p>Please consider the impact of the I69 River Crossing on the Eagle Slough Natural Area. Our natural areas are what bring all Hoosiers together. 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.</p> <p>Thank you,Catherine ShippMember Sycamore Land Trust\</p> <p>Pipkin:</p> <p>Thank you for your message. We appreciate you taking the time to share your feedback.</p> <p>I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.</p> <p>Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0310-Eagle Slough Natural Area-.xml 8/25/2017 17:29 Catherine Shipp</p>	<p>Sweany:</p> <p>Eagle Slough is a community asset. More than a thousand people visit Eagle Slough every year for hiking, birdwatching, exercise, recreation, and environmental education. Eagle Slough's unique educational trail, raised boardwalk pathway, and recently rebuilt viewing deck make it a valuable resource to the community. Dozens of public events are held here every year, as well as Eagle Scout service projects, school trips, and more.</p> <p>Collaboration continues to protect this land. Local businesses, government agencies, residents, and community groups joined together to save Eagle Slough a decade ago because they saw the value in protecting such a unique and beautiful habitat. Hundreds of volunteers have contributed to the property's ongoing protection and restoration. Sycamore Land Trust acquired this land with the promise of protecting it forever, as with all land that it owns. The supporters of this project deserve to see their vision honored. Corporate supporters include Alcoa, Toyota, and Vectren. Government agencies include Vanderburgh County Soil & Water Conservation District and Four Rivers RC&D.</p> <p>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 for people who live in the area. With wide, friendly hiking trails and benches for spending time, residents in the area are offered the perfect opportunity to relax in nature without traveling too far. Spending time in nature is proven to have public health benefits, impacting both physical and mental wellness.</p> <p>Bottomland hardwood ecosystems are rare. Wetlands are incredibly productive ecosystems that provide benefits for soil, water, and air quality. These factors affect our drinking water and agricultural land. Rare ecosystems like Eagle Slough need extra protection because they provide ideal habitat for wildlife. If this habitat is destroyed, this threatens the health of native populations.</p> <p>Eagle Slough is sensitive. The nature preserve is home to native species of plants</p>
<p>PIL 0309-Do not disrupt Eagle Slough Nat 8/26/2017 9:33 Jaime Sweany</p>	<p>Robert:</p> <p>Thanks for the opportunity to comment on the ORX problem.</p> <p>I think that Eagle Slough is a very valuable natural resource for southern Indiana and Kentucky. We are lucky to have this protected land so close to the Ohio River. It provides important support to the bird and animal population of North America. Please try to keep this land and water safe from environmental damage.</p> <p>Thanks very much,Robert Port</p> <p>Pipkin:</p> <p>Thank you for your message. We appreciate you taking the time to share your feedback.</p> <p>I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.</p> <p>Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0307-Eagle Slough and ORX-.xml 8/27/2017 8:19 Robert Port</p>	

PIL 0308-ORX and Eagle Slough-.xml	<p>Ms. Port: We joined many many people who traveled 69 and 41 to see the eclipse. Clearly a new bridge over the Ohio River is needed to replace the current 41 bridges. 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. Please select Central Corridor1 for the new bridge.Thank you,Diane Kewley Port</p> <p>Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0312-Protect Eagle Slough-.xml	<p>Ms. Haislip: I have regularly visited the Eagle Slough Natural Area off of Waterworks Rd. since it was first preserved as a public green space. It is a wonderful asset to the community, improving the quality of life for those who live and visit here. Because of it's proximity to both Evansville and Henderson it provides residents with an easy opportunity to enjoy nature. The property provides habitat for a wide variety of plants and animals - providing unique opportunities for urban dwellers of both cities. Eagle Slough also contributes to the economy of the region, creating a draw each spring and fall for the many birders who travel here to view the bevy of migratory songbirds that frequent the property.I ask that planners take the value of this property to the local community into account when selecting the final route for the I69 bridge. It is my hope that all routes will circumvent the property, and will do so at a distance that will not harm the property's value as habitat, or detract from people's enjoyment of this conserved green space.Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0313-Gathering info for presentation	<p>Craig Morris is the Transportation person for GRADD. He works primarily with the PADD area. He was asked to present at the Madisonville Kiwanis on his current transportation projects. His boss asked him to do a few minutes on the ORX project. He called to gather information about what he was allowed to say. After a great conversation, he said he will only present what we have put out in writing, knowing that we will be presenting to this same exact group in November. He is using the screening report handout that was given out at the open houses as his information resource. Amber Schaudt also emailed him the cross sections handout. He felt comfortable with this information.</p>
PIL 0314-Eagle Slough-.xml	<p>Ms Gault:Although recognizing the need for a new bridge to connect Evansville and Henderson is important, the need to preserve wildlife, it's habitat , and opportunities for people to enjoy the outdoors close to home is pertinent to this area.Eagle Slough provides several wildlife opportunities for young children and lessons to be learned about how they can help preserve/protect nature. It is also proven that spending time in nature has health benefits that effect our physical and mental well being.My hope for this projected project is that this beloved habitat, which several volunteers have helped to preserve, can be protected for years to come. The preservation of Eagle Slough will benefit the creatures that inhabit this protected property and the community at large who gravitate towards this beautiful piece of land to reflect upon its wonders.</p> <p>Pipkin:Dear Ms. Gault,Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.Sincerely,Erin PipkinI-69 ORX Public Involvement</p>

PIL 0315-Ohio River Crossing-.xml	<p>Ms. Bennett: I am writing because I want to protect Eagle Slough and it's biodiversity. I have visited the Slough and consider it valuable. Many Industries have spent money and effort to protect this valuable resource: Toyota, Alcoa Foundation, Traylor Bros. and Vectren. In addition the Vanderburgh County SWCD and Four Rivers RC&D have been involved. It is important to save this habitat.</p> <p>Pipkin: Dear Ms. Bennett,Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.Sincerely,Erin PipkinI-69 ORX Public Involvement</p>
PIL 0316-I69 Project-.xml	<p>Ms. Campbell:Please do not disrupt Eagle Slough and Audubon Park for the i69Project. I know there are other routes that are available. Please consider the negative economic, recreational, and environmental impact the western route would have on these areas. We need to preserve our wildlife and recreation areas.</p> <p>Pipkin: Dear Ms. Campbell, Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0317-I-69 Ohio River Crossing in Hen	<p>Mr. Pace:It has come to my attention that two of the proposed routes may pass by or through Eagle Slough Natural Area. This area should be protected if at all possible. It is an important asset to the community, a vital wetland, and home to a diverse range of wildlife, and contains one of the northernmost stands of bald cypress. Thousands of people benefit from this property.</p> <p>I am all for progress and in favor of the 69 crossing. If there is a feasible crossing that also saves this natural area, that would seem to be the best option. Your attention to this matter is appreciated.</p> <p>Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0318-Protect Eagle Slough-.xml	<p>Mr. Loftman:Please reject any I-69 Ohio River bridge route close to or through Eagle Slough. This preserve must be preserved.</p> <p>Pipkin:Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
PIL 0319-I69 Ohio River Crossing Prefere	<p>Mr. Williams:Please use this email as a formal "vote" for the crossing to use the "east" corridor. Both of the west corridor choices have too many environmental impacts on well established wildlife areas such as the Eagle Slough Natural Area. Hundreds of people united to protect Eagle Slough in 2007 and the impact of the I69 crossing to this would be senseless. Thank You.</p> <p>Pipkin:Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>

Mr. and Mrs. Bittner: If the West Corridor is chosen can the design enhance Eagle Slough Natural Area (Borrow Pits, etc) next to ES rather than destroy a natural treasure.

Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your question with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.

Minimizing impacts to homes, businesses and the natural environment will be a priority for our engineering team. When we host the next round of public meetings this winter, plans to minimize impacts to Eagle Slough will be one of many updates we'll present. Please let me know if you have any additional feedback or questions we can address.

[PIL 0320-Ohio River Crossing through Eagle Slough](#) 8/31/2017 10:14 John and Bonnie Bittner

Ms. Eicher: I am against proposed routes, Corridors 1 and 2 for the I-69 Ohio River Crossing project. Please, let's opt for the other route so as not to disturb/destroy any environmentally sensitive areas in Indiana and Kentucky. The two areas of concern are Eagle Slough owned by Sycamore Land Trust and John James Audubon State Park in Henderson, Kentucky. These two areas need to be protected and preserved.

Pipkin: Thank you for your message. We appreciate you taking the time to share your feedback.

To ensure I categorize your comments correctly, are the West 1 and 2 corridors the ones to which you're referring below? (All comments will be included in the public open house summary, which will be available on the website in the coming month.) I've attached a map of the three corridors carried forward for your reference.

Ms. Eicher: Yes, West Corridors 1 and 2 are ones I oppose.

[PIL 0322-Ohio River Crossing Affecting Wetlands](#) 8/31/2017 15:16 Kathy Eicher

Mr. McLeod:

Although expediency is a crucial and important goal in expanding and updating the Ohio River Crossing, I was informed that two of the three options for the I-69 Ohio River crossing will be running closely or directly upon the Eagle Slough Natural Area.

Indiana and Kentucky wetlands are American wonders. The wildlife and habitat preserved in natural areas like Eagle Slough is a recreation of life on the banks of the Ohio from yesteryear. These sights, (and sites) grow fewer and fewer as the decades roll by. Thus the few that have been protected through conservation efforts should be maintained. It is difficult for conservation sites to gain the resources to acquire such sites, and would be an intense loss if this necessary project chose to go too close, or directly through, such a site.

The I-69 Ohio River project is necessary to ensure travel is faster and better than ever before. This will improve local economy, transport and recreation. Yet, this does not have to be a zero sum game. I implore the commission in charge to find a route that can both improve the lives of local and regional citizens while maintaining the same land that these same citizens have the right to enjoy and be proud of. American wetlands are unique in the world, and we should do all we can to ensure they never disappear.

Pipkin:

Thank you for your message. We appreciate you taking the time to share your feedback.

I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.

[PIL 0323-Ohio River Crossing Comment](#) 8/31/2017 18:21 Reed McLeod

	<p>Mr. Love:As residents of Henderson, KY we want to express that Central Corridor 1 is our desired route and that the existing twin bridges remain in operation. Our reasons include;•Safety - Should wrecks or evacuations overwhelm one set of bridges then there would be an alternate route.•Residential relocations for West Corridors - There is not adequate housing available to relocate 200 families in Henderson. The funds received will likely not be enough to replace the housing the families now have with equal property. New homes will be too expensive. Cohesion of the community will be greatly impacted.•Property devaluation for West Corridors - a lot of property outside the corridor will be devalued without compensation to the owners. Noise and visual appearance will be factors.•Complexity and Cost – The Central Corridor is less complex and costs less. Right of way costs for the West Corridors will be extremely high.•Economics – The West Corridors would be devastating to many businesses. Where could they relocate successfully?•Disruption – The West Corridors would be very disrupting to residences and business while under construction. How long will it take to build the West Corridors?We also realize that the construction has to be paid for and encourage tolling for the new Central Corridor bridge while keeping the existing twin bridges toll-free with restrictions so that only local traffic will use them.Pipkin:Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0321-I-69 Ohio River Crossing-.xml</p>	<p>8/31/2017 22:59 Danny Love</p> <p>any chosen path should avoid natural areas that provide needed habitats for Indiana's native and endangered species. Two of the paths that are still under consideration will cross Eagle Slough Natural Area, maintained by the Sycamore Land Trust organization.The Eagle Slough Natural Area is a rare wetland and mature bottomland forest, home to over 160 species of birds, as well as amphibian and reptile species that are apart of complex food-webs. The nature preserve is home to native species of plants and animals that contribute to our local biodiversity and quality of life. Rare and threatened species make Eagle Slough their home, including the white ibis, wood duck, great egret, various types of warblers. The healthy bald cypress stands at Eagle Slough contain some of the largest bald cypress trees in the state.The preserve offers a walking trail with interpretive signage along an old rail bed, and a series of observation decks overlooking the wetlands and open water lake, which serve the local communities education and recreational activities. Local businesses, government agencies, residents, and community groups joined together to save Eagle Slough a decade ago because they saw the value in protecting such a unique and beautiful habitat. Hundreds of volunteers have contributed to the property's ongoing protection and restoration. Sycamore Land Trust acquired this land with the promise of protecting it forever, as with all land that it owns. The supporters of this project deserve to see their vision honored. Corporate supporters include Alcoa, Toyota, and Vectren. Government agencies include Vanderburgh County Soil & Water Conservation District and Four Rivers RC&D. This natural resource should be protected from environmental threats and degradation. The two western corridors proposed and still short listed as possible routes for the I-69 Ohio river crossing will have severe negative impact on these important habitats, and will negatively impact the lives of Hoosiers living in southern Indiana. Once this natural resource is destroyed by construction, the damage will be done. Please select the central corridor as the route for the Ohio River bridge, and She helped with the clean-up about 10 years; removed more than five tons of trash. There are beautiful trees, lots of bird life. An interstate highway that close is very concerning to her. She understands that all routes will upset some people, but she can't imagine affecting Audubon State Park or Eagle Slough. She strongly opposes West Corridor 1 and 2. She also called Rep. Hatfield's office to express her concerns.</p>
<p>PIL 0325-Chosen corridor should avoid E;</p>	<p>9/6/2017 17:04 Michael Ginda</p>
<p>PIL 0324-Eagle Slough-.xml</p>	<p>9/7/2017 13:23 Marianne Watson</p>
<p>PIL 0329-Need for redundancy-.xml</p>	<p>9/7/2017 21:39 Pam Johnson</p> <p>The Garden Club welcomed Brad today at our meeting. I had to leave early so I did not get a chance to talk with him, but if I had a chance I would agree that the proposed bridge should be a new "additional" crossing, not a replacement. The highway could not support additional traffic and we would not grow economically. This area is land locked. Break new territory.</p>

PIL 0326-Land owner willing to sell-.xml	9/8/2017 9:15 Stan Williams	<p>Mr. Williams attended a meeting last night with Judge Schneider. He walked away with the impression that Bridgelink and the I-69 Project Team were one in the same and that the Project Team had selected Central Corridor 1. I told him that this was not the case. The I-69 Project team is conducting an Environmental Study of the project area and no corridor has been selected.</p> <p>He knew that some mitigation land would have to be purchased with that alignment. He wanted to talk with someone to let them know he is willing to sell. He owns land surrounded by the Green River State Forrest.</p> <p>Amber requested that Dan Prevost follow up with him. PREVOST: I spoke to Stan Williams on 9/8/17 at 11:30 a.m. He and his wife Tracey own a 90 acre tract to the east of the larger Green River State Forest parcel, abutting the Green River. 60 acres of that property is in crops, the other 30 is wooded. He and his wife own another 60 acres further to the west. Both properties should be listed in the PVA under Stan and Tracey Williams. His family (didn't specify owner name) owns another 120 acres in the area that includes some cypress slough property. I informed him that while we were probably 18-24 months away from talking seriously about mitigation properties, that we would keep this information and reach out to him when we reach that point. I also very briefly explained the mitigation process including pre-acquisition surveys to determine suitability and the appraisal process.</p>
PIL 0327-Central Corridor 1 is our desirec	9/12/2017 0:00 Danny Love	<p>As residents of Henderson, KY we want to express the Central Corridor 1 is our desired route and that the existing twin bridges remain in operation. Our reasons include:</p> <ul style="list-style-type: none"> -Safety – Should wrecks or evacuation overwhelm one set of bridges then there would be an alternative route. - Residential relocations for West Corridors – there is not adequate housing available to relocate 200 families in Henderson. The funds received will likely not be enough to replace the housing the families now have with equal property. New homes will be too expensive. Cohesion of the community will be greatly impacted. - Property devaluation for West Corridors – a lot of property outside the corridor will be devalued without compensation to the owners. Noise and visual appearance will be factors. - Complexity and Cost- the Central Corridor is less complex and costs less. Right of way costs for the Wet Corridors will be extremely high. - Economics – The West corridors would be devastating to many businesses. Where could they relocate successfully? - Disruption – the West Corridors would be very disrupting to residences and business while under construction. How long will it take to build the West Corridors? <p>We also realize that the construction has to be paid for and encourage tolling for the new Central Corridor bridge while keeping the existing twin bridges toll-free with restriction so that only local traffic will use them.</p> <p>Respectfully, Danny & Nancy Love</p>
PIL 0328-Focus on Central Corridor One-	9/12/2017 0:00 Judy Greenwald	<p>After much consideration & concern I feel that the committee should really focus on the Central Corridor one. It seems to be less invasive of personal homes as well as businesses. Consideration for leaving both bridges after renovation should also be considered. A lot of people work in E'ville & should not be inconvenienced due to progress.</p>
PIL 0330-Need for redundancy-.xml	9/12/2017 11:47 Eric Titzer	<p>Not just an additional crossing, but one that creates a true bypass for heavy goods transport. This would get them off the Evansville and Henderson "strips" which is both safer and more efficient for everyone.</p>
PIL 0331-Need for redundancy-.xml	9/12/2017 22:04 John Arnholt	<p>Keep one of the twin bridges for locals who travel back and forth for work.</p>

Dear Ms. Lemon,
This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.
Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.
Central Corridor1 also allows to the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.
We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,
Brad J Muehlbauer
President & CEO

[PIL 0332-Supporting CC1-.xml](#)

9/18/2017 0:00 Brad Muehlbauer/ Koch

Dear Ms. Lemon,
This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.
Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.
Central Corridor1 also allows to the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.
We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely
Kevin R Koch

[PIL 0333-Supporting CC1 -.xml](#)

9/18/2017 0:00 Kevin Koch/ Koch Enterp

Dear Ms. Lemon,
This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.
Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.
Central Corridor1 also allows to the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.
We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,
Brandon Willis
President
Uniseal, Inc.

[PIL 0334-Supporting CC1 -.xml](#)

9/18/2017 0:00 Bradon Willis/ Uniseal Ir

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

Central Corridor1 also allows to the continued use of the current twin bridges.

This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,

Chris Brack

[PIL 0335-Supporting CC1-.xml](#)

9/18/2017 0:00 Chris Barack/ George Ko

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

Central Corridor1 also allows to the continued use of the current twin bridges.

This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,

David M Koch, by Barry Heichelbech , CFO

President / CEO

[PIL 0336-Supporting CC1-.xml](#)

9/18/2017 0:00 David M. Koch/ Brake St

Dear Ms. Lemon,

This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.

Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.

Central Corridor1 also allows to the continued use of the current twin bridges.

This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.

We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.

Sincerely,

Jim Butkus

President / CEO

Audubon Metals LLC

[PIL 0337-Supporting CC1-.xml](#)

9/18/2017 0:00 Jim Butkus/ Audubon M

PIL 0338-Supporting CC1-.xml	9/18/2017 0:00 Ronald Romain	<p>Dear Ms. Lemon,</p> <p>On behalf of United Companies, I am writing this letter to encourage the use of Central Corridor 1 as the route for the Ohio River Bridge Project.</p> <p>As you are aware, the Bridgeline organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has significant cost savings over the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.</p> <p>This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.</p> <p>Lastly, I am also in support of tolling as a key piece to the funding of the project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it.</p> <p>As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.</p> <p>Sincerely, Ronald Romain President / CEO</p>
PIL 0339-Supporting CC1-.xml	9/18/2017 0:00 Todd Lucy/ South West	<p>Dear Ms. Lemon,</p> <p>This letter is to encourage you to select Central Corridor 1 as the route for the new I-69 bridge project.</p> <p>Studies have shown that Central Corridor 1 has significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residence. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.</p> <p>Central Corridor1 also allows to the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.</p> <p>We also would encourage the use of tolling as a key piece to the funding of the project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 bridge.</p> <p>Sincerely, Todd Lucy President South Western Communications, Inc.</p>
PIL 0341-Central Corridor Preference -.xml	9/19/2017 9:30 Eric Titzer -- Facebook c	<p>The only option of the 3 that fulfills the project purpose and needs is Central Corridor 1. Ideally, that corridor would be extended to tie into KY 425 or the Audubon Parkway to serve as a true bypass which would further reduce congestion and increase safety on the US Hwy 41 strip in Henderson and Evansville.</p>
PIL 0340-Asking if they should remodel-.xml	9/19/2017 13:04 FRANCESCA ECKELS	<p>Mrs. Eckels was just now going through some old mail and found our property owner letter. She was unaware that she was in the project study area. She is about to do some renovation to her home and wanted to know if she should hold off on that decision. Amber Schaudt told her to continue with her renovations.</p>
PIL 0342-Map revision-.xml	9/20/2017 14:25 Don Ershig	<p>Need to show existing interchange locations on the map (and that we will be keeping them) on US 41 @ KY 351/Zion Rd.</p>

PIL 0343-Support of CC1-.xml	<p>9/21/2017 0:00 German American/ Mari</p> <p>Dear Ms. Lemon, On behalf of German American Bancorp, I am writing this letter to encourage the use of Central Corridor 1 as the route for the Ohio River Bridge Project. As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges. This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states. Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it. As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project. Sincerely, Mark a Schroeder Chairman & CEO</p>
PIL 0344-Support of CC1-.xml	<p>9/21/2017 0:00 South Central Inc. / JP Ei</p> <p>Dear Ms. Lemon, On behalf of South Central, Inc., I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project. As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges. This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states. Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it. As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project. Sincerely, JP Engelbrecht CEO</p>
PIL 0345-Support of CC1-.xml	<p>9/21/2017 0:00 Berry Global Group / Th</p> <p>Dear Ms. Lemon, On behalf of Berry Global Group Inc., I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project. As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges. This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states. Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it. As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project. Sincerely, Thomas Salmon Chief Executive Officer</p>

Dear Ms. Lemon,
On behalf of Vectren Corporation, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.
As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.
The Central Corridor 1 route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I believe this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both Indiana and Kentucky.
Finally, I am also in support of tolling as an integral part of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to establish that this is the case.
As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.
Respectfully,
Carl Chapman

[PIL 0346-Support of CC1-.xml](#)

9/21/2017 0:00 Vectren/ Carl Chapman

Dear Ms. Lemon,
On behalf of Energy Systems Group, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.
As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.
This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.
Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to make the case for it.
As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.
Sincerely,
Greg Collins
President, Energy Systems Group

[PIL 0347-Support of CC1-.xml](#)

9/21/2017 0:00 Energy Systems Group/

Dear Ms. Lemon,
On behalf of Old National Bank, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project.
As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.
This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I feel that this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states.
Lastly, I am also in support of tolling as a key piece to the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to make the case for it.
As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.
Sincerely,
Bob Jones

[PIL 0348-Support of CC1-.xml](#)

9/21/2017 0:00 Old National Bank/ Bob

Dear Ms. Lemon,
I am writing this letter to encourage the use of Central Corridor 1 as the route for the Ohio River Bridge Project.
As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges.
The Central Corridor 1 route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I believe this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both Indiana and Kentucky.
Finally, I am also in support of tolling as an integral part of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to establish that this is the case.
As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project.
Respectfully,
Brad Ellsworth
President – Vectren South

[PIL 0349-Support of CC1-.xml](#)

9/21/2017 0:00 Vectren South/ Brad Wll

Dear Ms. Lemon,
This letter is to encourage the use of Central Corridor 1 as the route for the new I-69 bridge project.
Studies have shown that Central Corridor 1 has a significant cost savings over the routes going down the existing Hwy 41 by eliminating the need to relocate so many businesses or residences. It also reduces the disruption in families and businesses that would be caused by using the Hwy 41 routes.
Central Corridor 1 also allows for the continued use of the current twin bridges. This additional option of travel between Indiana and Kentucky is a critical Safety need. Should a disaster strike and the only bridge in this area falls out of use, the economic impact on the region would be devastating to both states.
We also would encourage the use of tolling as a key piece to the funding of this project while keeping a free route for local travel. Tolling is a key piece to funding a project of this size and we are ready to help make the case for it. We do, however, feel that allowing local traffic to cross at least one of the twin bridges for free is critical to making the case for tolling the new I-69 Bridge.
Sincerely,
Steve A. Church
President and CEO
Gibbs

[PIL 0350-Support of CC1-.xml](#)

9/21/2017 0:00 Gibbs/ Steve A. Church

Dear Mr. Lemon,

As a member of the Evansville Regional Business Committee and President and CEO of Evansville-based Accuride Corporation, a \$700M supplier of steel and aluminum wheels and wheel-end components to the global commercial vehicle industry, I am writing to voice my support of the I-69 Ohio River Bridge Project and encourage the use of Central Corridor 1 as its route.

Completion of the Bridge Project along this route is critical to the flow of commerce, not just between our two states, but also for the region and nation. Accuride operates an award-winning steel wheel production facility in Henderson, Kentucky that relies on an efficient highway and bridge system for the supply of raw materials and the shipment of our finished wheels to customers across North America. Completing the Bridge Project using the Central Corridor 1 route in a timely manner is essential to the future competitiveness and financial viability of our plant and this region.

As you know, the BridgeLink Organization has focused on making this project a reality in a timely and fiscally responsible manner. Based on the report I reviewed, BridgeLink has shown that the Central Corridor 1 route offers significant cost savings from the original route laid out in 2004 in the Draft Environmental Statement. Those cost savings are achieved by reducing the number of interchanges and miles of new terrain needed for the project. BridgeLink estimates that the I-69 Ohio River Bridge and connector from I-69 in Evansville to I-69 (Pennyrile Parkway) in Henderson can be constructed via public-private partnership for \$850 million using Central Corridor 1 and pay for itself in 30 years or less.

The Central Corridor 1 also allows for the continued use of the current twin bridges. I agree with the BridgeLink board's position that it is important that we maintain this additional option of travel between Indiana and Kentucky. Should one or both of the twin bridges fall out of use, it would have a devastating

[PIL 0351-Support of CC1-.xml](#)

9/21/2017 0:00 Accuride Corp/ Rick Dau economic impact on both states.

Will Joslin, Lawyer with Raycom Media called to speak with Steve Nicaise about the WFIE Tower. He did not leave a message, just asked for Steve to call him. Amber Schaudt emailed Steve the information requesting him to return Mr. Joslin's call.

I (Steve Nicaise) spoke with Will Joslin. He had been copied on an email from VS Engineering looking for information on the tower site. Their local representatives were hearing some conflicting information about how many alternatives there were and where we have progressed in the process. I clarified where we were in the process and let him know that 1 of 3 working alternatives could impact the tower site property. He said part of their concern was that simply avoiding the tower and foundations does not eliminate their concern. They are concerned about the possibility of a tower falling onto an interstate, or with trucks or other vehicles leaving the interstate and damaging the tower or foundation. I advised that we are very early in the design process and are looking at many options for staying as far away as possible from the tower.

[PIL 0353-Lawyer from Raycom Media-.xr](#) 9/25/2017 10:03 Will Joslin

		<p>Mr. Rosenquist: I appreciate the useful discussions at the advisory committee meeting last week. I have looked up some information related to box turtles and I69, below.</p> <p>-----</p> <p>Box turtle status in Indiana. I did not see that they are protected in Kentucky. https://www.in.gov/dnr/fishwild/3378.htm[in.gov]</p> <p>I69 box turtle project at the Patoka River.</p> <p>https://lccnetwork.org/project/relocation-eastern-box-turtles-reclaimed-mineland-patoka-river-nwr[lccnetwork.org]</p> <p>One news update I found on the project. Eventually, 320 turtles were collected, then released after highway construction was completed.</p> <p>http://www.wibc.com/blogs/state-relocating-turtles-path-i-69-extension[wibc.com]</p> <p>Bill McCoy, the refuge manager at the Patoka River NWR (812-749-3199 or patokariver@fws.gov), is probably the most knowledgeable person on the overall effort. I think the herpetologist at the Indiana Dept of Fish and Wildlife changed jobs before completing an article for publication on the project. There is a Powerpoint-type presentation, but I do not know if it is available.</p> <p>Dan Prevost:</p>
<p>PIL 0352-Box Turtle-.xml</p>	<p>9/26/2017 13:00 Niles Rosenquist</p>	<p>Niles --</p> <p>Below is an article from The Gleaner that ran on 9-26-17. City officials throw support behind one of three I-69 routes</p> <p>Henderson City Commissioners and Mayor Steve Austin officially threw their support behind one of the three Interstate 69 Ohio River crossing routes currently being considered for Henderson.</p> <p>After several landowners spoke up in favor of a route further east in the county, Central Corridor No. 2, which is no longer being considered by state and federal officials, the panel of commissioners and Austin voted unanimously on a resolution of support for Central Corridor 1.</p> <p>The landowners -- Rick Kellen and Gary Thomas -- said there are several problems with Central Corridor 1, including that it won't encourage development and much of the surrounding land is within the floodplain.</p> <p>"It's going to be a drive-through community," Thomas insisted after the meeting, saying that Corridor 1 lies too close to already developed city areas and doesn't have enough usable land surrounding it for new industries and business.</p> <p>Meanwhile, it will carry drivers south past much of Henderson's established businesses.</p> <p>Never on vacation or a trip, he pointed out during the meeting, "have I turned around and gone backward to visit a hotel or a restaurant."</p> <p>"I thought this road would bring economic development. If it just brings a road through town with a toll bridge, we gain nothing."</p> <p>He also pointed out that Corridor 1 would run through some of Henderson County's most productive farm lands.</p> <p>Meanwhile, Kellen challenged the commissioners and Mayor Austin on whether they knew which landowners would be affected by their choice.</p> <p>Austin replied that he didn't know the exact names of property owners, but that the scope of the disturbance between Central Corridor 1 and other two possible routes remaining for consideration -- which would either run on U.S. 41-North or beside it -- leaves no comparison.</p>
<p>PIL 0354- Henderson Resolution -- Centr</p>	<p>9/28/2017 0:00 The Gleaner</p>	

PIL 0355-Support of CC1-.xml	<p>9/28/2017 0:00 Deaconess Hospital/Sh</p> <p>Dear Ms. Lemon, On behalf of Deaconess Hospital, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project. As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges. This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I believe this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states. Lastly, I am also in support of tolling as a key piece of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it. As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project. Sincerely, Shawn McCoy CEO</p>
PIL 0356-Support of CC1-.xml	<p>10/5/2017 0:00 Deaconess Health System</p> <p>Dear Ms. Lemon, On behalf of Deaconess Health System, I am writing this letter to encourage the use of central corridor 1 as the route for the Ohio River Bridge Project. As you are aware, the BridgeLink Organization has been focused on making this project a reality in a timely and fiscally responsible manner. I believe they have shown that Central Corridor 1 has a significant cost savings from the original route laid out in the Draft Environmental Statement of 2004 by cutting down on the number of miles of new terrain needed for the project and the need for fewer interchanges. This route also allows for the continued use of the current twin bridges. Like the BridgeLink board, I believe this additional option of travel between Indiana and Kentucky is a need. Should one or both of the twin bridges fall out of use, the economic impact on the region would be devastating to both states. Lastly, I am also in support of tolling as a key piece of the funding of this project while keeping a "free route" for local travel. Tolling is a key piece to funding a project of this size and I know that BridgeLink is prepared to help make the case for it. As this process continues, I appreciate and look forward to further opportunities to advocate in favor of this project. Sincerely, Linda E. White CEO Emerita, Deaconess Health System</p>
PIL 0632-Kyndle Policy Board Resolution-	<p>10/5/2017 0:00 Kyndle Policy Board</p> <p>ON 10-5-17 the Kyndle Policy Board passed the attached resolution for Central Corridor1. Justin Groenert gave Janelle Lemon copies of this resolution at a Chamber meeting on 3-9-18.</p>

	<p>City Council approves 2018 budget, non-profit funding, income tax increase, council salary increase Monday, October 9th 2017, 4:01 pm CDT Monday, October 9th 2017, 9:59 pm CDT Posted by Paige Hagan, Reporter Posted by Jared Goffinet, Digital Content Producer EVANSVILLE, IN (WFIE) - Evansville's City Council members are gearing up for one of the biggest agenda's on the year. The council voted on several significant items affecting millions of taxpayer dollars. As part of Monday's session, city council members approved an increase in the local income tax. The resolution to raise the tax to 1.25% from 1% passed by a 5-4 vote. City council members say Vanderburgh County has one of the lowest local option income taxes in Indiana. Based on the average income of city and county works, income taxes would go up about \$80 each year. Officials estimate the increase would generate about \$4 million for the city. The county could pick up another \$3 million. Evansville city council unanimously voted to support a proposed route for the I-69 Ohio River Crossing Project. Paige Hagan @Paige14News</p> <p>Council members say they support Central Corridor 1. This is the same route that Henderson City Council backs, as well as Bridge Link. That option is estimated to cost up to \$860 million, which is nearly \$500 million less than the other routes. But, this option doesn't support a long-term solution for the twin bridges.</p>
PIL 0360-Evansville City Council supports	<p>10/9/2017 0:00 14 news</p> <p>Amber Schaudt received a call on 10-10-17 from Melody Cain. Employees from Stantec were doing some surveys along the Ohio River. They encountered a man (Melody's significant other) that was asking what they were doing. They told them they were working on studies for the I-69 corridor. When I received the call from Melody, the message had changed a bit. She was under the impression that their property was going to be taken and wanted to know how long they had to get out. Amber Schaudt assured her that was not the case and we were years from that decision. She had some specific questions about how property is assessed and the timeline of that. I gave her the information about our project and our project timeline but told her I would mail her the FHWA Acquisition and Relocation books. Amber Schaudt mailed the books on 10-12-17.</p>
PIL 0358-Concerned property owner-.xm	<p>10/10/2017 15:02 Melody Cain</p> <p>Via workshop survey: What topics would you like to cover at future workshops: Wetlands mitigation and the synergy of economics of tolling when multiple taxes and charges are rising rapidly in Evansville and Henderson. Other comments: I am still concerned that the use of "Open Houses" where the information is directed from project managers/engineers to the public does not adequately address public concerns that would be better understood by having a formal comment period and a public hearing where those comments are formally included in the EIS. Overall, it seems to me like most of the decision have already been made and this whole exercise is designed to simply reinforce those already made decisions. Tolling issues also seem to be set in stone and do not adequately address the problem poor people will have if they are required to cross the river twice a day for employments. It should be understood that "environmental justice" criteria is far more than the issues of race. It also applies to health and economic issues.</p>
PIL 0361-RCAC EJ Workshop Survey-.xm	<p>10/11/2017 0:00 John Blair</p>

<p>PIL 0357-WFIE Tower Henderson-.xml 10/11/2017 16:00 Jim Cascio</p>	<p>Caller identified himself as a local attorney representing the TV station who owns and operates the tower. Was concerned about recent news reports that Henderson and Evansville have endorsed Central Corridor 1, which would impact the TV tower, and that a decision was imminent. I explained that the resolutions by the cities would be taken into consideration, but that a preliminary decision on preferred alternative would not likely be made for at least 6 months, and that the DEIS would not likely be issued until early fall 2018. Caller explained the TV stations concerns about construction impacts, vibrations, and the risks of either a vehicle hitting a guy cable or the tower falling across the interstate if Central Corridor 1 were selected. I explained that our engineering teams were looking at options to avoid the tower foundations, and that more information would be available next spring. I also said that the typical KYTC right-of-way acquisition process would be followed if it were necessary to acquire property from the TV station.</p>
<p>PIL 0362-RCAC EJ Workshop Survey-.xml 10/13/2017 12:14 Gary Langston</p> <p>PIL 0359-Funding Letter-.xml 10/16/2017 10:00 Niles Rosenquist</p>	<p>Please see attached survey.</p> <p>From: Niles Rosenquist</p> <p>Attached are two articles, one from my State Senator and one from the Evansville Courier, citing the \$ 1.2 billion/year in highway funding that will become available from Indiana's recent increase in the gasoline tax and other fees. This number no doubt originated with INDOT. At the September Advisory Committee meeting there appeared to be a general lack of knowledge among those present of the availability of these funds, which are specifically available for highway improvements.</p> <p>I also enclose here a news article from July 17 that lists how the first \$4.7 billion/ 5 year funding will be disbursed. "Morgan County will by far receive the most funding per capita" over 8x the state wide per capita average. With the currently active construction on I69 being in Morgan County, this may indicate that I69 is already being funded with the new gas tax funds. This could easily be checked. On a separate point in the funding discussion, I would like to point out that from its inception I69 has been described as a "Corridor of the Future", that will "extend from Mexico to Canada", "a primary north-south artery for movement of goods and services in the US". (See attachment, just an example of language that has been used for years). I find it highly contradictory that now, when we suggest that this "through traffic" pay for the new bridge through targeted tolls (and not local area residents who have been crossing the river for free for generations, and who are already paying for highway improvements through the new gas tax) we are told that the "through traffic" is almost insignificant. I suggest you recheck your traffic forecasts, particularly the future forecasts based on a completed I69 through Indianapolis. Something does not fit here.</p> <p>Thank you for interest in citizen comments on the highway plan. I hope these comments are helpful.</p> <p>(By the way, in regard to funding issues, my comments are solely my individual comments. I am not aware that any groups I am in any way involved with have</p>
<p>PIL 0363-RCAC EJ Workshop Survey-.xml 10/17/2017 9:55 Chris D. Cooke</p>	<p>Survey answers:</p> <p>Did you attend the RCAC and EJ workshop on September 19? No</p> <p>If you were not able to attend, what would make it more likely for you attend a future I-69 ORX workshop or meeting? Meetings after 5 PM</p> <p>What was the most helpful portion of the workshop? More detailed project maps</p> <p>Did you leave with a better understanding of the topics discussed?</p> <p>Short List of Corridors Yes</p> <p>US 41 bridges Yes</p> <p>Tolling Yes</p> <p>What specific topics would you like the Project Team to address at future meetings and workshops?</p> <p>Streetscaping/design & Tolling information, Earthquake rating of proposed new bridge.</p> <p>Other comments: I want to make sure from an Emergency Management standpoint that we are maximizing the discussion on the needs of the region as this potential bridge it built to ensure we are not selling anything short. I just worry about this vital link especially when the area is hit by an earthquake or other unforeseen natural disaster.</p>

PIL 0364-Central Corridor comments-.xml	10/23/2017 12:15 Eric Titzer	The biggest worry I see with Central Corridor 1, and why I had initially preferred Central Corridor 2, is the addition of entering / exiting traffic between US 60 and Hwy 351 (Zion Rd) on the US 41 corridor. That section of US 41 is heavily used for local traffic movement between US 60 and Hwy 351. It would be better to merge that I-69 traffic south of Hwy 351 for additional safety.
PIL 0365-Central Corridor 1 comments-.xml	10/23/2017 14:00 Larry Wedding	Central corridor 1 seems like the logical choice to me. Of course I am not an engineer. It would be the least disruptive but still benefit City of Henderson.
PIL 0366-West 1 corridor-.xml	10/23/2017 17:30 Darald Earles	The best and only choice is West corridor 1
PIL 0369-Henderson County Fiscal Court	10/24/2017 0:00	<p>Local, regional, state roundup: Henderson Fiscal Court joins city in approval of one of three I-69 corridors By Beth Smith The Gleaner Oct 26, 2017</p> <p>HENDERSON -- With Tuesday's vote by Henderson Fiscal Court, city and county officials have unanimously voiced support for Central Corridor 1 as the locally preferred I-69 Ohio River crossing route.</p> <p>In presenting the resolution to the panel, Henderson County Judge-executive Brad Schneider said any vote taken regarding the crossing route is simply an opinion.</p> <p>"This is merely offering our opinion as a collective group, and there are a lot of variables at play. But I think it's a strong message from our community that we support things that cause less of a disruption to our businesses and homeowners," he said.</p> <p>The resolution, Schneider said, is similar to what's been passed recently by the Henderson City Commission, as well as the Evansville City Council.</p> <p>"I think it would be good for us to do the same, if you are so inclined, with a preference for the corridor which has the least amount of disruption and the least amount of cost," Schneider said.</p> <p>Of the corridors being considered, Central Corridor 1 requires the least number of home and business relocation. According to information provided by the fiscal court, the Central Corridor 1 would have an impact on a forested wetland migration site and farmland but would offer a second location, in addition to one or both current twin bridges, for crossing the Ohio River.</p> <p>"Central Corridor 1 joins into the U.S. 41 strip and very close to the U.S. 60 Cloverleaf. It would still leave the strip as one of the main gas, food, lodging exits when people are traveling through," Schneider said. "It's another reason that Central Corridor 1 is the most desirable because it keeps U.S. 41 in play as a place for visitors to spend money."</p>
PIL 0367-Bridge design-.xml	10/24/2017 21:00 John Arnholt	I drove across the bridge near Owensboro on Highway 231. How about using that design at Henderson. It is a beauty of a bridge.
PIL 0368-Bridge design-.xml	10/27/2017 12:30 Eric Titzer -- Facebook c	<p>A design suggestion for navigation, safety, and economic considerations, build the bridge with no piers within the normal levels of water in the river. This would negate the chances of a barge striking the bridge. This is a far too frequent issue that closes the current Twin Bridges each year for a period of time. Closing interstate bridges results in economic losses. Perhaps a cable stay bridge with tall pylons? That is, if it is even possible given the geology of the chosen path.</p>
PIL 0370-Traveling south on I-69 and tryi	11/5/2017 13:33 Jo Ann Scannapiego	<p>Ms. Scannapiego:Hello. I always get lost when I come from 69 in Indiana. What route should I follow to cross the river and get back to 69 in KY?</p> <p>Pipkin:Dear Jo Ann,As you know, I-69 ends north of the Ohio River in Evansville. So once I-69 ends, you'll need to follow the ramp toward US 41. From there, you need to take the ramp to southbound US 41/Henderson, KY. You'll take US 41 over the river, through the Henderson commercial area, and tie back in to I-69 south of US 60.US 41 is under construction near the Ohio River, so I'd allow a little bit of extra time for your trip.Please let me know if you need anything else!</p>

<p>PIL 0371-Did not receive mailed info-.xml 11/30/2017 10:30 Melody Cain</p>	<p>I spoke with Melody back in early October after an encounter with Stantec. She was told that we would be taking her home located on the Ohio River. I assured her that those decisions have not been made at this time. I mailed her the FHWA Acquisition and Relocation books on 10-12-17.</p> <p>Melody called last night around 6 PM and left me a message that she did not receive her booklets. I called her back and offered to send them out again. However, she was in the Evansville area so she stopped by the office. I was able to show her the map and talk more in depth about the project. I have her the FHWA Acquisition and Relocation books, a copy of the screening report and the screening document that contained the larger map. I also informed her that we will be having open houses in early February. I encouraged her to attend.</p>
<p>PIL 0631-Vanderburgh County Commisio 12/12/2017 0:00 Vanderburgh County Co</p>	<p>On 12-12-17 the Board of Commissioners of Vanderburgh County passed that attached resolution for CentralCorridor 1.</p> <p>Justin Groenert gave Janelle Lemon copies of this resolution at a Chamber meeting on 3-9-18.</p>
<p>PIL 0373-Wanted to look at boundary lin 12/15/2017 10:15 Max Soaper</p>	<p>Mr. Soaper came into the Henderson office. He stated that he received a letter (possibly the CP meeting invite) but said he didn't have computer access. He wanted to look at a map and look to see how his property would be impacted. He owns a historic farm (his words) and wants to know how much of his land will be taken. I told him we are working on the finer details of each alternative and would be able to share that information in February of next year.</p> <p>He also expressed that we should have gone with the East corridor even though there would be a greater expense. He feels that the City of Henderson will expand East and we should build the interstate there. He also expressed that interstates should be built around a town not right through it.</p> <p>I have him the screening report document since it had the map on the inside. He did not want any other materials. He said he will attend the open house in February.</p>
<p>PIL 0374-Impact to business-.xml 12/15/2017 12:45 Mike Hazelwood</p>	<p>Ron Faupel brought Mike Hazelwood into the Henderson office to show him where it was located. While they were here, they looked at the map and contemplated the alternatives. Ron shared the information that Gary Valentine told him in their meeting on Wednesday. I told them it would be beneficial to them to attend the open house in February because we would have the information that they want at that time.</p> <p>Amber gave them the map, business card, and comment cards.</p>
<p>PIL 0375-Central Corridor comments-.xml 12/19/2017 10:00 Donna Crowe (Facebook</p>	<p>Note too that all local government entities have endorsed the remaining Central Corridor option, which would allow the twin bridges to remain in service. Perhaps a good compromise would be to not allow truck traffic on the twin bridges once the new bridges open. That would save a lot of wear and tear on them.</p>
<p>PIL 0376-Clarification of selection-.xml 12/28/2017 14:30 Mike Lodato</p>	<p>He had heard through the grapevine that Central Corridor 1 had been selected as the preferred route. Amber and Janelle dispelled that quickly. He also requested information that was handed out at the public meetings. He had misplaced his information. Amber gave him a map, cross sections, and the year-end progress report.</p> <p>He said he will attend the open house meetings coming up.</p>
<p>PIL 0377-Comment on I-69 ORX project- 12/30/2017 6:18 Stephen Hagan</p>	<p>Below was an email sent to Janelle and Marshall.</p> <p>Today was the first day I saw where the proposed routes for the I-69 bridge are proposed. I do not understand the west routes at all. It is my opinion your goal should be for the I-69 traveler and not for someone local or some local politicians or business owners. The west routes do not appear to have the I-69 traveler in mind but some other agenda.</p> <p>Regards, I-69 Traveler Paducah, KY</p>
<p>PIL 0378-Bridge Location Comment-.xml 1/4/2018 22:00 Andre Coe</p>	<p>I hope the new bridge is east of 164 and cross the audbon parkway and than tie into the pennyrile parkway</p>

PIL 0379-Corridor Comment-.xml	1/5/2018 10:00 Sean O'Daniel	The East Corridor is the best for the Travelers, Henderson County gets a new bridge across the Green River, and the Ohio River Bridge connects to I-69 near Lloyd Expressway. Evansville-Henderson keeps the Hwy 41 bridges too.
PIL 0380-Central 1 comment-.xml	1/5/2018 17:00 Chuck Muller	The East route is obviously the least expensive, and disruptive of the three, and the 41 bridge could remain toll free, for locals...(in reference to Central 1)
PIL 0381-Central 1 comment-.xml	1/6/2018 14:00 Tony Schnarr -- Facebook	the Henderson strip area has always been a bottle neck for traffic passing through the area , the east corridor looks like it'll send that traffic right on through, and make traveling to and from Henderson much quicker and less congested. (in reference to Central Corridor 1, the eastern option of the 3 corridors)
PIL 0383-Tolling-.xml	1/7/2018 11:00 Keith Knea -- Facebook (A toll bridge will not help with the bottleneck. People will continue to take the cheaper route.
PIL 0382-Tolling-.xml	1/7/2018 23:00 John Pinkerton -- Facebook	No more tolls anywhere the government steals enough of Americans hard earned money
PIL 0384-Tolling-.xml	1/8/2018 10:00 Matt Dwyer -- Facebook	Can we not make this a toll bridge please?
PIL 0385-West corridors comment-.xml	1/9/2018 10:00 Henry Bobe	East side toll or not but get it out of the Henderson strip!
PIL 0386-Can't attend open house - want	1/24/2018 14:49 Reid Chan	Mr. Chan is head of the Beck's Hybrid operation here in Henderson. He will not be able to attend either of the Open Houses. He requested a meeting with a project team member on Friday, February 9th at 2PM. Amber has sent out a request to the project team to see who will be able to meet this request. If no one is available, Amber will take care of it.
PIL 0387-Transportation to Open House-	1/26/2018 15:58 Jackie Burch	Ms. Burch called to ask if there was going to be transportation provided for this round of Open Houses. I told her with the lack of participation last time, we would not be doing that. She said she understood and was not sure that she would even go. She does not like being out after dark. I did offer for her to come to the project office on Friday, Feb. 9th. She really liked that idea and said she would like to do that. I told her that our project offices are open 5 days a week (Henderson Wed. & Fri). She did not know that information and would tell others. We had a great conversation about putting up flyers about the open houses. She said that we should put flyers up at grocery stores, salvation army, goodwill, etc. I told her that we did that last time. I was able to pull up the list and read that to her. She was impressed with our level of effort!
PIL 0844-Questions about project-.xml	1/28/2018 13:34 Kevin Darnell	Mr. Darnell had some questions about the project and the proximity to the Braxton Park subdivision. He is looking to purchase some land in that area. Gary Valentine spoke with him. Gary told him we would be making the announcement of the preferred alternative within the next few weeks. Gary told him he could come by the project office and we could zoom in on the property he is interested in.
PIL 0388-Open House information-.xml	1/31/2018 8:33 John Scheer	John heard on the news this morning that we were having an open house. He called to get all of the information on date, time and location. Amber provided the information.
PIL 0389-Open House Information-.xml	1/31/2018 9:37 Anonymous	A female called heard on the news this morning that we were having an open house. She called to get all of the information on date, time and location. Amber provided the information. She did not want to provide her name.
PIL 0390-Meeting misunderstanding-.xml	1/31/2018 14:15 Dick Hamby	Mr. Hamby somehow thought we were having a meeting open to the public at the Evansville Project Office today. I assumed he heard the announcement on the news about our open houses for next week. Amber gave him the Open House flyer and invited him to come back then. He asked if he could look at property impacts while he was here. Amber asked Steve and he said it was fine. Amber introduced Mr. Hamby to Ken Sperry with HMB. Ken showed him the potential property impacts.

		<p>It is a mistake to think that all of the local traffic between Evansville and Henderson will be able to travel with a to lane bridge while there is a toll bridge for I-69. You'll create congestion and that would not solve the issue that we need what is essentially two 4 lane bridges in this local area to service both interstate and local traffic. The whole point is to have two 4 lane roadways between the States in the Evansville metropolitan area. If one is closed for construction or rehab for a period of time or yet another barge collides with a pylon, then the other bridge in the local area can temporarily handle the traffic instead of forcing drivers to travel 30 minutes each way to use the Blue Bridge in Owensboro. It is also a mistake to not do the Central Corridor correctly and bring it down to intersect what is now US 41 south of the Hwy 351 interchange. All of that combined traffic merging into that stretch of road between US 60 and Hwy 351 along with the use of that stretch as local traffic uses it between US 60 and Hwy 351 will be a recipe for many collisions.</p>
PIL 0391-Cross-river capacity and prelimi	1/31/2018 16:00 Eric Titzer -- Facebook C	Roads need to be built for at least 20 years in the future. If ANY bridges are closed, just another day of terrible traffic. Spending all those millions to keep traffic where it's at now? Unacceptable!!!
PIL 0392-Preliminary Alternatives and cr	1/31/2018 17:00 Derrick Risley -- Facebo	They need to have both bridges: existing US 41 & new bridge. Traffic is already too heavy on twin bridges & if there's an accident or a bargeHits it there needs to be an alternative.
PIL 0393-Need to keep both US 41 bridge	2/1/2018 12:00 Kathy Jackson -- Facebo	<p>I may be off the topic, but this is something that you guys need to rethink before assuming 2 lanes for each directions. I used to live in Evansville, IN and went to Henderson, KY for personal business. No matter what time from morning to evening, it is so bad even with winter season is even most worst going either direction. I know and I have been there a lot thru 4 seasons. I will point out with several reason that you guys might have to rethink and readjust everything to make this more smoothly. First of all, between Louisville, KY and Jeffersonville, IN, they just created a toll bridge. Guess what happen with that situation? Some people already brought drive-pass and they decided to put on hit on the driver license if they haven't pay up on that drive-pass. Hello? Since lot of people have travel on that bridge and having a full time job putting from 10 to 12 hours a day and will be too tired to put the money on drive-pass. Secondly, with I69 between Indianapolis to Michigan state line is all 2 lanes for a long time until there was a traffic congestion when you leave Indianapolis heading North even heading South too. They decided to add another lane from Indianapolis to Pendleton, IN and back to 2 lanes. It is not being resolved at this time since when they switch to 2 lanes, everyone is being bumper to bumper and hard to change lanes when you need to turn off. You don't want to make this kind of mistakes. As far from Southern Indiana to Bloomington went smoothly, but from Bloomington to Indianapolis is even more worst since they was thinking about having 3 lanes, and still ongoing construction at this time. I'm just letting you guys think about this and as if you was thinking about using 2 lanes in each direction and you happen to decided to add more lanes in the future, this would have created some chaos for everyone if they have to go to work. If you was in these people's shoes, would you go thru another construction and driving in one lane to work? Probably not since I have been there before since with my wife was in hospital 4 years ago and for me driving back and forth from Muncie to Indianapolis daily with road construction and I will tell you, it was terrible and took me over a hour</p>
PIL 0394-Cross-river capacity needs and	2/2/2018 14:00 Michael Hurst -- Facebo	The central is by far better than the other two, but a little bit EAST of the central might be better...When you build it, make it wide enough for pedestrian travel....Six lanes plus pedestrian....us
PIL 0395-Central Alternative Comment->	2/2/2018 17:00 Wayne Barclay -- Faceb	I agree with Michael Hurst. I've traveled that this summer with the construction. There is no way that 2 lanes on the non-toll bridge will be enough. Will there be a pass card or discount for those that travel the toll bridge on a regular basis?
PIL 0396-cross-river capacity and tolling-	2/5/2018 11:00 Kathy Jackson -- Facebo	Central Alternative 1 seems to be the right one. Can't start soon enough.
PIL 0397-Henderson Open Hosue Commu	2/6/2018 0:00 David Raleigh	

PIL 0398-Henderson Open House Commu	2/6/2018 0:00 Bernard O'Nan	Very good display and explanation.We found out our property was not to be involved.
PIL 0399-Henderson Open House Commu	2/6/2018 0:00 Burnette	I just moved/build to Henderson. I chose my location because it was a place where no one would be beside me or behind me. Imagine my surprise to find out if you go "Central" it will be 550 feet from my home.
PIL 0400-Henderson Open House Commu	2/6/2018 0:00 David Gray	Central Alt. #1 Better for future growth.
PIL 0401-Henderson Open House Commu	2/6/2018 0:00 Billy Ray	I'm concerned about drainage ditches and waterways.
PIL 0402-Henderson Open House Commu	2/6/2018 0:00 Lynda Spooner	My preferred choice is Central Alt 1. It has the least impact on my property as well as least impact on others. it seems to make more sense to keep I-69 over rural areas rather than impacting city residents as much as West 1 & 2 does.
PIL 0403-Henderson Open House Commu	2/6/2018 0:00 Randy Yates	Central Alternative 1 makes sense for future growth.
PIL 0405-Henderson Open House Survey	2/6/2018 0:00 William Buzzy Newman	<p>Name: William L Buzzy Newman Full Address: 2127Locust Drive Henderson, KY 42420 E-mail: newmanb@hkywater.org Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 1 Central Alternative 1 2</p>

	<p>Name: David H. Coe Full Address: 235 Springer Drive Henderson, KY 42420 E-mail: N/A Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3 to 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Home West Alternative 2</p>
<p>PIL 0406-Henderson Open House Survey 2/6/2018 0:00 David H. Coe</p>	<p>Name: Mary Blue Full Address: 2201 N. Elm E-mail: dblue@lightpower.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
<p>PIL 0407-Henderson Open House Survey 2/6/2018 0:00 Mary Blue</p>	

Name: Bernard O'Nan
 Full Address: 339 Barnett Dr. Henderson, KY 42420
 E-mail: jeanniene.onan@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 4 or more
 Typical number of times per month 20
 Do you or your family own property along any of the preliminary alternatives being considered?
 Yes
 If you answered yes, which preliminary alternatives could affect your property?
 Central Alternative 1

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 3
 West Alternative 2 2
 Central Alternative 1 1

[PIL 0408-Henderson Open House Survey](#) 2/6/2018 0:00 Bernard O'Nan

Name: Barbara Hall
 Full Address: 8110 Wathen Lane Henderson, KY
 E-mail: hall5602@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 10
 Typical number of times per month 35
 Do you or your family own property along any of the preliminary alternatives being considered?
 Yes
 If you answered yes, which preliminary alternatives could affect your property?
 Central Alternative 1

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 1
 West Alternative 2 2
 Central Alternative 1 3

[PIL 0409-Henderson Open House -.xml](#) 2/6/2018 0:00 Barbara Hall

What concerns, if any, do you have about each preliminary alternative?

Name: Gary Boswell
 Full Address: 3130 Reid Road Owensboro, KY 42303
 E-mail: garyboswell54@aol.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 I cross the US 41 bridges infrequently, but I'm interested in the project.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 1
 Do you or your family own property along any of the preliminary alternatives being considered?
 Yes
 If you answered yes, which preliminary alternatives could affect your property?
 West Alternative 1 :Riverfront
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 3
 West Alternative 2 2
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 Central Alternative 1
 Prefer this route

[PIL 0410-Henderson Open House Survey](#) 2/6/2018 0:00 Gary Boswell

Name: Donald Ploss
 Full Address: 2479 Jamestown Dr.
 E-mail: rosemaryp31@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 1 or 2
 Typical number of times per month 4-8
 Do you or your family own property along any of the preliminary alternatives being considered?
 Yes
 If you answered yes, which preliminary alternatives could affect your property?
 West Alternative 1
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Noise. Bridge for local traffic
 West Alternative 2
 No bridge for local traffic

[PIL 0411-Henderson Open House Survey](#) 2/6/2018 0:00 Donald Ploss

Name: Tom Jake
 Full Address: 8206 Wathen Lane
 E-mail: tomjake58@yahoo.ca
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of times per month 2
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 3
 West Alternative 2 2
 Central Alternative 1 1

[PIL 0415-Henderson Open House Survey](#) 2/6/2018 0:00 Tom Jake

Name: Martha Boucherie
 Full Address: 6545 Keyway Dr. Spottsville, KY
 E-mail: Martha_boucherie@hotmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 3-4
 Typical number of times per month 10-12
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 To many people and property
 West Alternative 2
 To many people and property
 Central Alternative 1
 Not going wide enough to come in close to 425 bypass
 Do you have any suggestions for improving the preliminary alternatives? If so, please explain.
 Central Alternative 1
 Come in closer to 425 bypass
 If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community?
 Still crazy traffic & potential for stalled or stopped traffic with wreck.
 Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household?
 Prefer to pay tolls to help maintain roads and bridges.
 Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you

[PIL 0416-Henderson Open House Survey](#) 2/6/2018 0:00 Martha Boucherie

Name: Donna Nelson
 Full Address: 3205 N. St. Joseph Ave. Evansville, IN 47720
 E-mail: donderlee@hotmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 1
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Too many residences
 West Alternative 2
 Only one bridge

[PIL 0418-Henderson Open House Survey](#) 2/6/2018 0:00 Donna Nelson

Name: Dawn Anderson
 Full Address: 3817 Needle Pt. Evansville, IN 47715
 E-mail: d@amystery@yahoo.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 1
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Takes too many houses
 West Alternative 2
 Don't like removal of both existing bridges

[PIL 0419-Henderson Open House Survey](#) 2/6/2018 0:00 Dawn Anderson

PIL 0420-Henderson Open House Survey	2/6/2018 0:00 Billy Calhoun	<p>Name: Billy Calhoun Full Address: 206 Donna Dr. Henderson, KY 42420 E-mail: n/a</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 20</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? Yes</p> <p>If you answered yes, which preliminary alternatives could affect your property? West Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Interrupt too many people and businesses and you need to keep both old bridges. West Alternative 2 Too many businesses moving</p>
PIL 0421-Henderson Open House Survey	2/6/2018 0:00 Larry Wedding	<p>Name: Larry Wedding Full Address: 2417 Argyll Way Henderson, KY E-mail: lm.wedding@hotmail.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 20</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? Yes</p> <p>If you answered yes, which preliminary alternatives could affect your property? West Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Big traffic problems during construction West Alternative 2 Only 1 bridge and nightmare during construction</p>

<p>PIL 0422-Henderson Open House Survey 2/6/2018 0:00 Martin G Smith</p>	<p>Name: Martin G Smith Full Address: 3717 Holloway Lane Henderson, KY E-mail: n/a Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 - West Alternative 2 - Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? Central Alternative 1 Best Alternative If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? No redundant river bridge crossing if earthquake, traffic collisions, terrorist, or barge disable NB or SB traffic. Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for</p>
<p>PIL 0423-Henderson Open House Survey 2/6/2018 0:00 Lisa Baird</p>	<p>Name: Lisa Baird Full Address: 5580 Eblen Rd. Henderson, KY 42420 E-mail: lisa.baird58@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4-6 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 You are not eliminating and only increasing traffic through an already congested area. West Alternative 2 Same as Alt 1 + If you build a 6 land bridge divided only by a concrete barrier – a major wreck will still possibly shut down traffic both ways (ask the Paducah folks</p>

Name: Pat Edwards
 Full Address: 1809 Turnagain Dr. Henderson, KY 42420
 E-mail: nkeple@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Relocating residential and business
 West Alternative 2
 The relocating of residential and business
 Central Alternative 1
 Best choice

[PIL 0430-Henderson Open House Survey](#) 2/6/2018 0:00 Pat Edwards

Name: Greg White
 Full Address: 4106 Hillcrest Terrace Henderson, KY 42420
 E-mail: gregw70@live.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of time per week 6
 Typical number of times per month 25
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 If you answered yes, which preliminary alternatives could affect your property?
 Central Alternative 1 – close enough for traffic & noise concerns

 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 1
 West Alternative 2 2
 Central Alternative 1 3
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Residential/Business relocations

[PIL 0432-Henderson Open House Survey](#) 2/6/2018 0:00 Greg White

PIL 0433-Henderson Open House Survey	<p>2/6/2018 0:00 Nancy Edwards</p> <p>Name: Nancy Edwards Full Address: 1809 Turnagain Dr. Henderson, KY 42420 E-mail: keple@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 3 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 I don't like having so many homes taken out. Elm St. is also a main North South street. Whenever traffic is stopped for a wreck etc. we have to use Elm St. to get from North to South or South to North. West Alternative 2 It has taken so long to get eating places and new businesses in Henderson that it will be devastating to have all the businesses taken. There are very few fast food</p>
PIL 0434-Mailed in Open House Survey	<p>2/6/2018 0:00 Mark Head</p> <p>Name: Mark Head Full Address: 8820 Darnell School Rd. Mt. Vernon, IN 47620 E-mail: mhead51@aol.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2-3 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Maintaining visibility of remaining business along 41 strip in KY. Don't use existing route of HWY 41 – avoid the area. West Alternative 2</p>
PIL 0444-Henderson Open House Comm	<p>2/6/2018 0:00 Monty Parrish</p> <p>Henderson Flood Mitigation Board Please make presentation to our board Monty Parrish – member (contact info above) William (Buzzy) Newman – Chairman Henderson City Water Utility Cell 270-869-7222 Email – newmanb@hkywater.org Janelle Lemon is already working on this presentation.</p>

PIL 0498-Online Open House Survey-.xm	2/6/2018 0:00 Amanda Peckenpaugh	<p>Name: Amanda Peckenpaugh Full Address: 3747 Melody Lane E-mail: mandaloo21@gmail.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10-20 Typical number of times per month 60+</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 2</p> <p>Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? A lot, I can't afford a toll reach time I wasn't to run to Evansville</p> <p>Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you</p>
PIL 0499-Online Open House Survey-.xm	2/6/2018 0:00 Barry Cox	<p>Name: Barry Cox Full Address: 1218 Tam O Shanter Drive E-mail: BarryCox@warehouseservices.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 10</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It will interrupt the businesses along 41. If the old bridge is toll free then everyone will take the toll free bridge and the new bridges will not be paid for. West Alternative 2 It will interrupt the businesses along 41. With only one bridge you will have to</p>

<p>PIL 0500-Online Open House Survey-.xm 2/6/2018 0:00 Darren Smelser</p>	<p>Name: Darren Smelser Full Address: 1957 Southeast Blvd. Evansville, IN E-mail: thegorilla23@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 20 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Displaced homes on north side West Alternative 2 Businesses on 41 Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household?</p>
<p>PIL 0501-Online Open House Survey-.xm 2/6/2018 0:00 Jeff Garrott</p>	<p>Name: Jeff Garrott Full Address: 4122 Shady Hollow Drive, Henderson, KY 42420 E-mail: Jcgarrott@icloud.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2-4 Typical number of times per month 10-15 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 2 Do you have any suggestions for improving the preliminary alternatives? If so, please explain. Central Alternative 1 Nope. Looks good as designed. Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for</p>

<p>PIL 0502-Online Open House Survey-.xm 2/6/2018 0:00 JON CAMPBELL</p>	<p>Name: JON CAMPBELL Full Address: 433 TARN CT E-mail: jon.campbell@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10-12...I live in Henderson but work in Evansville so everyday, some on weekends Typical number of times per month 45-50 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It would result in eliminating too many existing homes and businesses. It would also be a complete nightmare during the construction phase. West Alternative 2 same as West 1, It would result in eliminating too many existing homes and</p>
<p>PIL 0503-Online Open House Survey-.xm 2/6/2018 0:00 John Holbert</p>	<p>Name: JON CAMPBELL Full Address: 4055 Secretariat Dr, Newburgh IN 47630 E-mail: donnaholbert@msn.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Possible disruption to fabric of local community in Henderson West Alternative 2 Possible disruption to fabric of local community in Henderson Central Alternative 1 None. I believe this would be the best choice.</p>

PIL 0504-Kevin Stevenson-.xml	2/6/2018 0:00 Kevin Stevenson	<p>Name: Kevin Stevenson Full Address: 910 Belle Wood Dr Henderson, Ky 42420 E-mail: Kevinstevenson@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 20 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 There are way too many houses and businesses that will be wiped out for this when there is a perfectly reasonable alternative east of town. West Alternative 2 Same as west alt 1; entirely too many houses and business in this location. Central Alternative 1 This one seems like the most logical option that still remains Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 1 Remove it from the options West Alternative 2 Remove it from the options</p>
PIL 0505-Online Open House Survey-.xml	2/6/2018 0:00 Mark Farmer	<p>Name: mark farmer Full Address: 1915 shelby avenue E-mail: markfarmer55@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. Do you or your family own property along any of the preliminary alternatives being considered? Yes The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 I just want to know how this would affect my property and property of my neighbors. Please keep me informed Erin Pipkin reached out to Mr. Farmer to get his full address so we could address his concerns. Amber Schaudt emailed him on 2-22-18 with the following message: "Mr. Farmer, I was able to pull up your address and at this time, your home will</p>

PIL 0506-Online Open House Survey-.xm	<p>2/6/2018 0:00 Marsha Cates</p> <p>Name: marsha cates Full Address: 1300 taransay dr henderson ky E-mail: mcates@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 What concerns, if any, do you have about each preliminary alternative? Central Alternative 1 Backs up to my property. Concerned of devaluating property, construction dust/noise and constant noise from traffic after built. Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? Retain one bridge for local traffic. No tolling.</p>
PIL 0507-Online Open House Survey-.xm	<p>2/6/2018 0:00 Matthew Oakley</p> <p>Name: Matthew Oakley Full Address: 3092 Mimosa dr E-mail: derryderry33@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3-5 Typical number of times per month 20-30 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Well it runs thru my front door..we are 1st time homeowners..i dont wanna lose my home..I thought it was decided to use the central alternative</p>

	<p>Name: Miranda Hill Full Address: 16213 Upper Delaware Road, Henderson, KY 42420 E-mail: miranda.hill1107@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10-15 Typical number of times per month Approximately 60 times Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The impact to homes and businesses West Alternative 2 The removal of all the businesses on the west side of the strip. It would change a lot of livelihoods.</p>
PIL 0508-Online Open House Survey-.xm	<p>2/6/2018 0:00 Miranda Hill</p>
	<p>Name: Shaunda duncan Full Address: 435 powell st corydon ky 42406 E-mail: Duncansm83@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 16-20 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p>
PIL 0509-Online Open House Survey-.xm	<p>2/6/2018 0:00 Shaunda Duncan</p>

PIL 0510-Online Open House Survey-.xm	2/6/2018 0:00 Theodore Miller	<p>Name: Theodore Miller Full Address: 831 Douglas Dr, Evansville, IN 47712-4370 E-mail: tedmiller@live.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 I occasionally cross it, it is the only way to go South, unless you go to Owensboro.</p> <p>Typical number of times per month 0</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 Central Alternative 1 2</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Not enough interchanges which would cause a traffic nightmare in Henderson. I don't know how you would get to Ellis Park.</p> <p>Tolls. It looks to me like that is why you are eliminating the old bridge to force to pay the toll and we don't know how much, the toll is going to be. This is an</p>
PIL 0512-Online Open House Survey-.xm	2/6/2018 0:00 Aaron Crafton	<p>Name: Aaron Crafton Full Address: 422 N Ingram St E-mail: aaroncrafton@gmail.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10-12</p> <p>Typical number of times per month 48</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Existing business access on 41 West Alternative 2 Existing business access on 41</p> <p>Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? As long as tolls on 41 are low or nonexistent, I don't foresee any issues.</p>

<p>PIL 0513-Online Open House Survey-.xm 2/6/2018 0:00 Ronald S. London, P.E., C</p>	<p>Name: Ronald S. London, P.E., CEM, Executive Director Full Address: Evansville-Vanderburgh County Area Plan Commission; 1 NW Martin Luther King Jr. Blvd.; Suite 312; Evansville, IN 47708 E-mail: rlondon@evansvilleapc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Impacts to the future Greenway route (see e-mail). West Alternative 2 Local access and impacts to future Greenway route (see e-mail). Central Alternative 1</p>
<p>PIL 0514-Online Open House Survey-.xm 2/6/2018 0:00 Bryan Morrow</p>	<p>Name: Bryan Morrow Full address: 2724 Brettwood Lane Henderson, Kentucky 42420 Email: bmorrow2cul4u@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 20 Typical number of times per month 60 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Some of the concerns I have are the businesses and peoples homes that would be affected. Also the people that have to drive the bridges every day to get to work during construction like myself. I also do not like the idea of having Elm</p>

<p>PIL 0515-Online Open House Survey-.xm 2/6/2018 0:00 William Kristler</p>	<p>Name: William Kristler Full Address: 52 Kern St. Williams, IN 47470 E-mail: kristler@hmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Cutting through business area. Higher cost harder to expand in future. Interferes with flow while being built. Foot bridge while nice could cause future costs and issues. West Alternative 2 Same as 1 except no foot bridge.</p>
<p>PIL 0516-Online Open House Survey-.xm 2/6/2018 0:00 Brad Fulkerson</p>	<p>Name: Brad Fulkerson Full address: 4005 STATE ROUTE 351 E, Henderson, KY 42420 Email: DRBRAD@DRFULKERSON.COM Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 12 Typical number of times per month 45-50 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 I would like to know of the homes taken down by West Alt 1, how many are located within a trailer park, how many are apartments/duplexes(rentals), how many are single rental residence and how many are owner occupied residences?</p>

<p>PIL 0517-Online Open House Survey-.xm 2/6/2018 0:00 Allan Campbell</p>	<p>Name: Allan Campbell Full Address: 2485 Wood Dr. Apt. D Henderson, KY 42420 E-mail: allancampbell45@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 6-8 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 The West Alt 2 would be too much of a headache on existing conditions, business and travel. Central Alternative 1 I think it would be ideal for this area.</p>
<p>PIL 0524-Online Open House Survey-.xm 2/6/2018 0:00 Mitch Luman</p>	<p>Name: Mitch Luman Full address: 1644 Email: starman@wowway.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 5 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Large disruption of business and property along US 41 in Henderson. High property acquisition costs. Central Alternative 1 Do you really want an interstate running through Henderson? Other cities have done it, but unless it is done right, it places a physical barrier between existing</p>

<p>PIL 0525-Online Open House Survey-.xm 2/6/2018 0:00 John Petkovsek</p>	<p>Name: John Petkovsek Full address: 1428 Lant Circle, Evansville, IN 47714 Email: john@davidmatthews-assoc.com How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Destruction of Henderson strip, lack of a second bridge crossing West Alternative 2 Destruction of Henderson strip, lack of a second bridge crossing Central Alternative 1 New crossing and existing crossing must be maintained Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 1</p>
<p>PIL 0526-Online Open House Survey-.xm 2/6/2018 0:00 Linnie Howerton</p>	<p>Name: Linnie Howerton Full address: 8344 Oak ST Email: linniehowerton@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Tolls need local access with no tolls West Alternative 2 loss of assess with not tolls Central Alternative 1 same as above and interference with angel mounds Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 1</p>

<p>PIL 0527-Online Open House Survey-.xm 2/6/2018 0:00 James Dill</p>	<p>Name: James Dill Full address: 5197 W Sherwood Dr Email: jamesmdill@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 40 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Running a major highway straight through town is such a stupid option it shouldn't even be considered. West Alternative 2</p>
<p>PIL 0528-Online Open House Survey-.xm 2/6/2018 0:00 David and Sandra Wallace</p>	<p>Name: David and Sandra Wallace Full address: 3727 Melody Lane Email: ir_dew@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2-3 Typical number of times per month 10 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 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</p>

PIL 0530-Online Open House Survey-.xm	2/6/2018 0:00 Gerald Caldwell	<p>Name: Gerald Caldwell Full address: 4122 Country Ridge Dr. Email: grcaldwell@wowway.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p>
PIL 0531-Online Open House Survey-.xm	2/6/2018 0:00 Jeff Gregory	<p>Name: Jeff Gregory Full address: 1800 Cass Ave, Evansville, IN 47714 Email: greg.jeff@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 15-20 Typical number of times per month 80-90 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Both of the 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 St and access to businesses and restaurants. It will also seriously affect use of Atkinson Park. West Alternative 2</p>

<p>PIL 0532-Online Open House Survey-.xm 2/6/2018 0:00 Tyler Stewart</p>	<p>Name: Tyler Stewart Full address: SE 1st Evansville, in Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 8 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Old infrastructure. not lighted West Alternative 2 Old infrastructure. not lighted Central Alternative 1 None Do you have any suggestions for improving the preliminary alternatives? If so,</p>
<p>PIL 0533-Online Open House Survey-.xm 2/6/2018 0:00 Janet Williams</p>	<p>Name: Janet Williams Full address: 812 Southfield Rd., Evansville Indiana, 47715 Email: myskat@live.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week Twice a week, in summer it's more like 4 times a week. Typical number of times per month 8, in warm weather, 10-16 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It goes through a great span of prime farm land. West Alternative 2 It goes through a great span of prime farm land. Central Alternative 1</p>

<p>PIL 0534-Online Open House Survey-.xm 2/6/2018 0:00 David Tapp</p>	<p>Name: David Tapp Full address: 807 Monroe Gibson rd Email: kyplowboy78@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Getting in and out of businesses on the strip is hard enough now. Putting an interstate down the middle can't make better. West Alternative 2 Worst idea of the three. This morning traffic was backed up to Zion road because of a pot hole. One bridge with one approach leaves us one pothole or one fool</p>
<p>PIL 0535-Online Open House Survey-.xm 2/6/2018 0:00 Nathan Peters</p>	<p>Name: Nathan Peters Full address: 8030 Harpeth Glen Trace, Henderson, KY 42420 Email: nwpete01@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5-10 Typical number of times per month 25-30 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The removal of several homes. As well as the additional time acquiring the homes would add to the project. West Alternative 2</p>

<p>PIL 0537-Online Open House Survey-.xm 2/6/2018 0:00 Dennis Woodling</p>	<p>Name: Dennis Woodling Full address: 3762 Vinyard Trace NE, Marietta, GA 30062 Email: dwoodling3@att.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 0 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Not as direct connection to I-69 on the Indiana side West Alternative 2 Same as concerns with West Alt 1 Central Alternative 1 None. Seems best for through traffic.</p>
<p>PIL 0538-Online Open House Survey-.xm 2/6/2018 0:00 Jason C Morrison</p>	<p>Name: Jason C Morrison Full address: 1614 center st Owensboro, KY 42303 Email: billy_bob_tx@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 2-3 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Business and residential impact West Alternative 2 Business and residential impact Central Alternative 1</p>

<p>PIL 0539-Online Open House Survey-.xm 2/6/2018 0:00 Paul Elderbrook</p>	<p>Name: Paul Elderbrook Full address: 6677 Crooked rd Reed ky 42541 Email: Pelderbrook@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 20 to 30 Typical number of times per month 100 or more Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? It would add travel time to work and back it would also. Keep me from shopping in Evansville in Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Would not like this at all would. Try to avoid it at all coast</p>
<p>PIL 0540-Online Open House Survey-.xm 2/6/2018 0:00 Brian Thompson</p>	<p>Name: Brian Thompson Full address: 573 State Route 923, Sturgis, Ky 42459 Email: pineridgepolarsrun@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week Daily Typical number of times per month 20 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Traffic volume on 41 corridor and business relocation costing additional funding West Alternative 2 Same as above Central Alternative 1</p>

	<p>Name: Tracy Lykins Full address: 2553 Maclerie st Henderson KY 42420 Email: Lykinst@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 15 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? Retain 41 bridges</p>
<p>PIL 0541-Online Open House Survey-.xm 2/6/2018 0:00 Tracy Lykins</p>	<p>Name: Rhonda Thompson Full address: 3800 Bowling Lane, Henderson KY 42420 Email: rhonda_thompson@bellsouth.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 14 Typical number of times per month 60 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 None West Alternative 2 None</p>

<p>PIL 0543-Online Open House Survey-.xm 2/6/2018 0:00 James Perry</p>	<p>Name: James Perry Full address: 2525 Wood Dr Email: james.perry1@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 5 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Interchange at hwy 60 is currently inadequate for safe merging...this could make it worse. Also, with proposed interchange at Watson Lane, assume keeping hwy 41 still going north and south and current inadequate turn lane capability on Watson itself, this could become a high accident occurrence area like hwy 60 and Barrett is currently. West Alternative 2</p>
<p>PIL 0545-Online Open House Survey-.xm 2/6/2018 0:00 Tony Piazza</p>	<p>Name: Tony Piazza Full address: 3000 N. Locust St. Muncie, IN 47303 Email: tony@tonypiazza.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It looks to have the most impact to existing property along the Henderson side. West Alternative 2 It looks to have property loss impacts in Kentucky as well; although not as bad as Alternative 1. Six lanes of cross-river capacity are needed based on long-term statewide and</p>

PIL 0546-Online Open House Survey-.xm	<p>2/6/2018 0:00 Suzanne Staggs</p> <p>Name: Suzanne Staggs Full address: 210 Hancock Street, Henderson, KY 42420 Email: staggoncenter@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 7 -8 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The construction process and how it will effect the area residents and businesses</p>
<p>PIL 0547-Online Open House Survey-.xm</p>	<p>2/6/2018 0:00 Renee Witherspoon</p> <p>Name: Renee Witherspoon Full address: 3980 Brown Rd, Madisonville Ky 42431 Email: Happytrails60@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1+ Typical number of times per month 4+ Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? I will not go to Evansville as often to shop and/or eat if I have to pay a toll on top of the gas it takes to get there</p>

<p>PIL 0549-Online Open House Survey-.xm 2/6/2018 0:00 Bill Groves</p>	<p>Full address: 10433 Lauren Ct. Newburgh, NY Email: whgroves@usi.edu Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. 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 preliminary alternatives being considered? Yes The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Little Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? 6-lane bridge. I can't envision how it is possible to incorporate the existing bridge, and the age of the bridges are a concern.</p>
<p>PIL 0550-Online Open House Survey-.xm 2/6/2018 0:00 Anna Pendley</p>	<p>Name: Anna Pendley Full address: 5706 Madison Ave. Email: Grannygun@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4-6 Typical number of times per month 16-20 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Poor decision. Need to by-pass Henderson completely. West Alternative 2 Poor decision. Need to by-pass Henderson completely. Central Alternative 1 That you'll close one of the existing bridges. We need to by-pass Henderson completely and keep both existing bridges open. Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 1</p>

	<p>Name: Donald Howerton Full address: 8344 Oak Street Email: donaldhowerton@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 None</p>
PIL 0551-Online Open House Survey-.xm	2/6/2018 0:00 Donald Howerton West Alternative 2
	<p>Name: Walter Gleim Full address: 10720 Havenwood Meadows Dr. Evansville IN47725 Email: Walter.gleim@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week Less than 1 Typical number of times per month 1 -2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Goes thru the core of Henderson</p>
PIL 0552-Online Open House Survey-.xm	2/6/2018 0:00 Walter Gleim

<p>PIL 0553-Online Open House Survey-.xm 2/6/2018 0:00 Mary Jo Gries</p>	<p>Name: Mary Jo Gries Full address: 11652 S 300 W, Haubstadt, INDIANA, 47639 Email: pjgries@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Not looking to future traffic West Alternative 2 Again not futuristic</p>
<p>PIL 0554-Online Open House Survey-.xm 2/6/2018 0:00 Tom Williams</p>	<p>Name: Tom Williams Full address: 100 S Elm St, 42420 Email: Tom.williams@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3 Typical number of times per month 15 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 None</p>

<p>PIL 0555-Online Open House Survey-.xm 2/6/2018 0:00 David McGan</p>	<p>Name: David McGan Full address: 53 Dorsey Street, Corydon, KY 42406 Email: dmcgan@mcgangroup.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 5-10 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The large number of homes / businesses that would need to be demolished and/or relocated. The lack of availability of suitable alternative houses / commercial buildings. The extended disruption of traffic and business access</p>
<p>PIL 0556-Online Open House Survey-.xm 2/6/2018 0:00 Brad Staton</p>	<p>Name: Brad Staton Full address: 2365 Bannockburn Drive Email: Brad.staton@cityofhendersonky.org Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2-3 Typical number of times per month 8-10 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>

	<p>Name: Timothy Trice Full address: 52 N Spring Street, Madisonville, KY 42431 Email: ttrice@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Depends on the amount and possible "fast pass" e-toll options.</p> <p>Six lanes of cross-river capacity are needed based on long-term statewide and</p>
<p>PIL 0557-Online Open House Survey-.xm 2/6/2018 0:00 Timothy Trice</p>	<p>Name: Brad Meiser Email: brad.meiser@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 0 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 making traffic worse in evansville and henderson. Only one bridge.</p> <p>West Alternative 2 making traffic worse in evansville and henderson.</p>
<p>PIL 0558-Online Open House Survey-.xm 2/6/2018 0:00 Brad Meiser</p>	

	<p>Name: MIKE VICKERS</p> <p>Full address: 124 S. Main St., Henderson, KY 42420</p> <p>Email: mjvick00@hotmail.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?</p> <p>I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River?</p> <p>Typical number of time per week 14</p> <p>Typical number of times per month 60</p> <p>Do you or your family own property along any of the preliminary alternatives being considered?</p> <p>No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3:</p> <p>West Alternative 1 1</p> <p>West Alternative 2 3</p> <p>Central Alternative 1 2</p> <p>What concerns, if any, do you have about each preliminary alternative?</p> <p>West Alternative 1</p> <p>For clarification, this is my 1st choice because I do not believe the ultimate decision will provide for a free option to cross the Ohio River. If there is a free option on the existing US41 bridge, I believe my preferred option would be</p>
<p>PIL 0559-Online Open House Survey-.xm 2/6/2018 0:00 Mike Vickers</p>	<p>Name: WILLIAM JONES</p> <p>Full address: 6115 Hwy 351 E. Henderson, KY 42420</p> <p>Email: petejones1@att.net</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?</p> <p>I live in the area.</p> <p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>How often do you travel on the US 41 bridges over the Ohio River?</p> <p>Typical number of time per week 5/10</p> <p>Typical number of times per month 5/10</p> <p>Do you or your family own property along any of the preliminary alternatives being considered?</p> <p>Yes</p> <p>If you answered yes, which preliminary alternatives could affect your property?</p> <p>Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3:</p> <p>West Alternative 1</p> <p>West Alternative 2</p> <p>Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p>
<p>PIL 0560-Online Open House Survey-.xm 2/6/2018 0:00 William Jones</p>	

		<p>Name: Monty F Parrish Full address: 8805 Larue Road Email: monty@parrishshop.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 40 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3</p>
PIL 0561-Online Open House Survey-.xm	2/6/2018 0:00 Monty F Parrish	<p>What concerns, if any, do you have about each preliminary alternative? None Name: Julie Dougan Full address: 633 Marian Pointe #404 Email: douganjulie@bellsouth.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4-5 Typical number of times per month 20 or more Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Number of homes to be taken. Lack of easy access to businesses that remain.</p>
PIL 0562-Online Open House Survey-.xm	2/6/2018 0:00 Julie Dougan	West Alternative 2

<p>PIL 0563-Online Open House Survey-.xm 2/6/2018 0:00 bob j vanzant sr</p>	<p>Name: bob j vanzant sr Full address: 895 morningside dr Email: bobva@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 50 Typical number of times per month at least 32 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 1 Central Alternative 1 3</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
<p>PIL 0564-Online Open House Survey-.xm 2/6/2018 0:00 LeRoy Palombit</p>	<p>Name: LeRoy Palombit Full address: 3608 Conlin Evansville IN 47714 Email: palombit@sbcbglobal.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 16 Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 more congestion</p>

	<p>I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 6 Typical number of times per month 200 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>
PIL 0565-Online Open House Survey-.xm 2/6/2018 0:00 Anonymous	<p>Name: Doug Wathen Full address: 2385 Dundonnell Drive, Henderson, KY 42420 Email: douglaswathen@att.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 44 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Too disruptive to existing traffic flows</p> <p>PIL 0566-Online Open House Survey-.xm 2/6/2018 0:00 Doug Wathen West Alternative 2</p>

Name: Tammy Willett
Full Address: 2148 Collier Road, Henderson, KY 42420
E-mail: tammy_willettipson@yahoo.com
Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
I live elsewhere, but cross the existing US 41 bridges frequently.
How often do you travel on the US 41 bridges over the Ohio River?
Typical number of time per week 3
Typical number of times per month 15
Do you or your family own property along any of the preliminary alternatives being considered?
Yes
If you answered yes, which preliminary alternatives could affect your property?
Central Alternative 1

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:
West Alternative 1 1
West Alternative 2 2
Central Alternative 1 3

[PIL 0567-Online Open House Survey-.xm](#) 2/6/2018 0:00 Tammy Willett

Name: John Brocato
Full address: 663 Coachway Ln., Hazelwood MO 63042
Email: john_brocato@yahoo.com
Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
I cross the US 41 bridges infrequently, but I'm interested in the project.
How often do you travel on the US 41 bridges over the Ohio River?
Typical number of times per month 2/year
Do you or your family own property along any of the preliminary alternatives being considered?
No
The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
Please rank each of the preliminary alternatives in order of preference from 1 to 3:
West Alternative 1 2
West Alternative 2
Central Alternative 1 1

What concerns, if any, do you have about each preliminary alternative?
West Alternative 2
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.

[PIL 0570-Online Open House Survey-.xm](#) 2/6/2018 0:00 John Brocato

<p>PIL 0571-Online Open House Survey-.xm 2/6/2018 0:00 Tim Sheldon</p>	<p>Name: Tim Sheldon Full address: 4340 Sheldon Road, Lewisport, KY 42351 Email: timsheldon@bellsouth.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Tolls do impact commerce especially semi-traffic. I think a toll would be a negative to traveling I-69.</p>
<p>PIL 0572-Online Open House Survey-.xm 2/6/2018 0:00 Mark Spalding</p>	<p>Name: Mark Spalding Full address: 4158 Michael Drive Henderson, KY 42420 Email: mark.fastprintky@live.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 15 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>

<p>PIL 0573-Online Open House Survey-.xm 2/6/2018 0:00 Kyle Gorman</p>	<p>Name: Kyle Gorman Full address: 3023 Creek Branch Cove Owensboro KY 42303 Email: kyle@gormancompanies.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 15 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Not only will the construction phase cause significant travel issues, I believe putting the interstate directly through a business district will cause continued</p>
<p>PIL 0574-Online Open House Survey-.xm 2/6/2018 0:00 Sondra Campbell</p>	<p>Name: Sondra Campbell Full address: 1731 W 9th St Owensboro KY 42301 Email: sdcampbell@omicoplastics.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 6 Do you or your family own property along any of the preliminary alternatives being considered? No</p>
<p>PIL 0575-Online Open House Survey-.xm 2/6/2018 0:00 Matthew G. Ruark</p>	<p>Name: Matthew G. Ruark Full address: 312 Lafayette Drive, Owensboro, KY 42303 Email: matthew.ruark@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 10 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Old bridges</p>

PIL 0576-Online Open House Survey-.xm	<p>2/6/2018 0:00 Scott Ashby</p> <p>Name: Scott Ashby Full address: 1805 Bonnie View Drive Evansville, IN 47715 Email: jashby0023@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 40 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Traffic is already bottle necked going in and coming out of Henderson and at the clover leaf on the Evansville side of the river. Essentially adding another lane to what is already in existence doesn't help that much getting in and out of</p>
PIL 0578-Online Open House Survey-.xm	<p>2/6/2018 0:00 Name Marsha Wyzykow</p> <p>Name: Marsha Wyzykowski Full address: 1615 Curling Way Email: mwyzy@aol.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0-1 Typical number of times per month 0-1 Do you or your family own property along any of the preliminary alternatives being considered? No</p>
PIL 0579-Online Open House Survey-.xm	<p>2/6/2018 0:00 Gayle</p> <p>Name: Gayle Full address: 4248 Wood Trace Owensboro KY42303 Email: rayle333@roadrunner.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 6 (Ellis) Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 3 Central Alternative 1 2</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The complexity will give rise to increased vehicle incidents initially, so safety precautions and signage will be crucial. The other concern is that the remaining 41 bridge will not be properly maintained. Leaving the existing bridge in place as a local outlet and alternate for when repairs to the newer bridge occur (and they</p>

PIL 0580-Online Open House Survey-.xm	2/6/2018 0:00 james a wilson	<p>Name: james a wilson Full address: 5294 hwy 142, philpot ky 42366 Email: james.wilson3@usbank.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 acquisition costs of residential property just off of 41.</p> <p>West Alternative 2</p>
PIL 0581-Online Open House Survey-.xm	2/6/2018 0:00 Sara Shively	<p>Name: Sara Shively Full address: 7005 Masonville Habit Rd Philpot KY 42366 Email: sjshive03@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 8-12 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The traffic on 41 in Henderson. It's already bad and would get worse.</p> <p>West Alternative 2</p>

<p>PIL 0582-Online Open House Survey-.xm 2/6/2018 0:00 Jeff Buente</p>	<p>Name: Jeff Buente Email: Jbuente@wowway.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 8 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 To much traffic Need an alt. Ro ute with out tolls</p>
<p>PIL 0583-Online Open House Survey-.xm 2/6/2018 0:00 Madison H</p>	<p>Name: Madison H Full address: 3133 Pigeon Valley Rd Boonville, IN 47601 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 5 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p>
<p>PIL 0586-Project Funding-.xml 2/6/2018 0:00 Rob Ladson</p>	<p>Mr Ladson emailed: I am interested to know how the project will be funded. Will it be a public-private partnership with tolling? Pipkin responded: The states will consider all options to move the project forward. Recommended solutions will be part of the environmental study process, and we expect to publish the DEIS this fall. 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. Identifying funding is critical to moving this project forward, and getting a new I-69 Ohio River bridge built. Tolling is expected to be part of the funding solution.I hope this answers your question. If you have any other questions, please let me know.</p>

<p>PIL 0594-Online Open House Survey-.xm 2/6/2018 0:00 Julie Wischere</p>	<p>Name: Julie Wischere Full address: 116 N Main #301 Email: jwischer@hesandefur.com How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? Retaining one bridge is better. It gives travelers two choices when traveling to Indiana. Should something happen on one, there continues to be a close detour</p>
<p>PIL 0595-Online Open House Survey-.xm 2/6/2018 0:00 Michael Vick</p>	<p>Name: Michael Vick Full address: 1331 Burchwood Ct., Henderson KY 42420 Email: vickster3@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 22 Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It's utterly ridiculous to gut the highest revenue-producing region in our city, allowing for minimal future expansion or positive economic impact.</p>

<p>PIL 0608-Online Open House Survey-.xm 2/6/2018 0:00 Greg Hortin</p>	<p>Name: Greg Hortin Full address: 5001 Timberlane Dr Email: greghortin@att.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 7-10 Typical number of times per month 28-40 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 1 Central Alternative 1 3</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
<p>PIL 0609-Online Open House Survey-.xm 2/6/2018 0:00 MARIELLA DORAZI</p>	<p>Name: MARIELLA DORAZI Full address: 3240 Culpepper Ct Which one of the following best describes your interest in the I-69 Ohio River Crossing project? I live in the area. How many times each week do you cross the US 41 bridges over the Ohio River? EVERY DAY How many times each month do you cross the US 41 bridges over the Ohio River? EVERY DAY Do you or your family own property along any of the preliminary alternatives? Yes If you answered yes, which preliminary alternative could affect your property? Central Alternative 1 Which preliminary alternative is your first choice? West Alternative 1 Which preliminary alternative is your second choice? West Alternative 2 What concerns, if any, do you have about Central Alternative 1? My biggest concern is the value of my property. My house would be only a few feet away from the new road in center 1. The other problems would be the noise</p>

<p>PIL 0610-Online Open House Survey-.xm 2/6/2018 0:00 Glenn Grayson</p>	<p>Name: Glenn Grayson Full address: 763 Sinclair Ave, Henderson, KY Email: glennandlinda@bellsouth.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3 Typical number of times per month 14 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 Need to leave 41 bridges in service and toll free. Need two bridges at least for detours and backups.</p>
<p>PIL 0611-Online Open House Survey-.xm 2/6/2018 0:00 Larry Boswell</p>	<p>Name: Larry Boswell Full address: 5702 West 5th Street Road, Owensboro KY 42301 Email: larry_boswell@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>

<p>PIL 0612-Online Open House Survey-.xm 2/6/2018 0:00 Belinda Abell</p>	<p>Name: Belinda Abell Full address: 3750 Ralph Avenue Apt #315 Email: belindaimc@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing project? I live elsewhere, but cross the existing US 41 bridges frequently. How many times each week do you cross the US 41 bridges over the Ohio River? 0 How many times each month do you cross the US 41 bridges over the Ohio River? 3 Do you or your family own property along any of the preliminary alternatives? No Which preliminary alternative is your first choice? Central Alternative 1 Which preliminary alternative is your second choice? West Alternative 1 Which preliminary alternative is your third choice? West Alternative 2 What concerns, if any, do you have about West Alternative 1? Not large enough to handle traffic in future years. What concerns, if any, do you have about West Alternative 2? Cost and time to build. What concerns, if any, do you have about Central Alternative 1? Not large enough to handle traffic in future years. Tolling the new I-69, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling will affect your household? Not particularly affected.</p>
<p>PIL 0613-Online Open House Survey-.xm 2/6/2018 0:00 Barbara Bennett</p>	<p>Name: Barbara Bennett Full address: 871 Live Oak Place, OWENSBORO, KY 442303 Email: barbbennett@roadrunner.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 8 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Melding 41 strip with interstate traffic</p>

	<p>Name: Anonymous</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1/3 Typical number of times per month 2</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Too far from Owensboro citizens!!</p>
<p>PIL 0614-Online Open House Survey-.xm 2/6/2018 0:00 Anonymous</p>	<p>West Alternative 2 Name: Brian Stone Full address: 320 Rettig Road Henderson KY 42420 Email: brian.neel.stone@gmail.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 6 Typical number of times per month 24</p> <p>Do you or your family own property along any of the preliminary alternatives being considered? Yes</p> <p>If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 1 Central Alternative 1 3</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
<p>PIL 0621-Online Open House Survey-.xm 2/6/2018 0:00 Brian Stone</p>	

<p>PIL 0622-Online Open House Survey-.xm 2/6/2018 0:00 Linda Cooper</p>	<p>Name: Linda Cooper Full address: 2520 Fryer Drive, Henderson, KY 42420 Email: cooper.linda@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 14 Typical number of times per month 56 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
<p>PIL 0623-Online Open House Survey-.xm 2/6/2018 0:00 David East</p>	<p>Name: David East Full address: 3722 Katalla Dr Newburgh, IN 47630 Email: keybrdguy@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5-7 Typical number of times per month 20-25 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? I think removing the bridges would be a mistake</p>

	<p>Name: Leo Vogt Full address: 3301 S Weinbach Ave Evansville, IN 47714 Email: bud@budsfarm.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3</p>
PIL 0624-Online Open House Survey-.xm 2/6/2018 0:00 Leo Vogt	<p>What concerns, if any, do you have about each preliminary alternative?</p> <p>Name: Robert Maynard Full address: 7422 Outer Lincoln Ave. Newburgh Indiana Email: bjmaynard@roadrunner.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>Do you have any suggestions for improving the preliminary alternatives? If so, please explain. Central Alternative 1 Tolls</p>
PIL 0625-Online Open House Survey-.xm 2/6/2018 0:00 Robert Maynard	

<p>PIL 0626-Online Open House Survey-.xm 2/6/2018 0:00 Jo-Anne Locke Fray</p>	<p>Name: Jo Anne Locke Fray Full address: 2609 N Elm St Email: joannelocke123@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week It just depends on if I have to work in Evansville or need to go shopping. Also , my mother goes to church in Evansville Typical number of times per month Our household crosses the bridge about 4 to 6 times a week Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2</p>
<p>PIL 0627-Online Open House Survey-.xm 2/6/2018 0:00 Tracy Majors</p>	<p>Name: Tracy Majors Full address: 2535 Indian Bnd, Evansville, IN 47715 Email: tmajors76@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10+ Typical number of times per month 40+ Do you or your family own property along any of the preliminary alternatives being considered? Yes No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you</p>

		<p>Name: Sherry Russ Full address: 2005 Stepping Stone Lane, Henderson, KY 42420 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 20-25 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>
PIL 0633-Online Open House Survey-.xm	2/6/2018 0:00 Sherry Russ	<p>What concerns, if any, do you have about each preliminary alternative? Name: Dawn Storckman Full address: 10275 Old us Highway 60 w Henderson ky 42420 Email: Storckmanj@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 10 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? I'd stop going to IN and go to Owensboro to shop</p>
PIL 0634-Online Open House Survey-.xm	2/6/2018 0:00 Dawn Storckman	

	<p>Name: Stephanie Decker Full address: 3550 Henry's Way Email: decker.stephanie@rocketmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Typical number of times per month 4-8 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>
PIL 0635-Online Open House Survey-.xm 2/6/2018 0:00 Stephanie Decker	<p>What concerns, if any, do you have about each preliminary alternative? Name: Sharon Whitledge Full address: 132 Cheaney Dr. Henderson, KY Email: Sharonwhitledge@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 40 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 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 I69. And put many of our</p>

[PIL 0639-Online Open House Survey-.xm](#) 2/6/2018 0:00 Sharon Whitledge

<p>PIL 0640-Online Open House Survey-.xm 2/6/2018 0:00 Robin Holland</p>	<p>Name: Robin Holland Full address: 1911 Shelby Ave. Email: rw25holland@yahoo Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3 Typical number of times per month 12 Do you or your family own property along any of the preliminary alternatives being considered? Yes The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 none</p>
<p>PIL 0593-Public meetings-.xml 2/6/2018 21:40 Randy Jones</p>	<p>Mr. Jones emailed: Thank you for the information you provided. I was hoping to be there for this meeting late this afternoon and into the early evening, then stay at my Mom's house in Reed and drive back to Nashville, tomorrow. However, it seems that Henderson is supposed to receive some nasty weather this evening that may linger for a bit in the morning. Therefore, I will not be attending. I could try to make the Evansville meeting the following night, but I'm more interested regarding the Henderson side of proposed I-69. I hope to move back home to Henderson in about 8 years following retirement, if I can retire at that time.</p> <p>Anyway, I would like to ask the committee to please keep me apprised of the publics comments; I may have some comments of my own that I would like to add from my 30+ years of working for the Tennessee DOT and my role as a geologist.</p> <p>Thank you for the time to read my rambling email and I hope the meetings are productive and the results positive.</p> <p>Pipkin responded: Thank you for your email and interest in the project. I've attached the handout that will be distributed at the open houses. All other open house materials are available online at www.i69ohiorivercrossing.com/february-2018-public-meetings. Please let me know if you have any questions. Sincerely, Erin Pipkin</p>
<p>PIL 0437-Evansville Open House Comme 2/7/2018 0:00 Vanderburgh County Co</p>	<p>Please include a 4 leaf clover intersection on Central Corridor One (assuming it is the chosen route). This will allow access to Evansville's South Side, an economically challenged area that would benefit from greater access.</p>

PIL 0438-Evansville Open House Commen	2/7/2018 0:00 Charles Shaw	Central Alt 1 I think is the very best of the existing plans. Evansville has in many instances only looked out for themselves as shown by its current infrastructure and other utilities for its politics convince. (last two words of this sentence are hard to read) If business is critical where do you buy gas, motel food between KY and Blm except the Lloyd Exp & the Crane Exit. Cost and the least obstruction to existing development would be the best in the long run.
PIL 0439-Evansville Open House Commen	2/7/2018 0:00 Anonymous	Central Alt 1 takes a camp property that's been in family since 1943 1 camp. Recommendation, if a toll is accessed. 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. Southwest Indiana is not accustomed to paying tolls. Previous toll was on the Purchase Parkway (KY) that has been removed in the late 1980's.
PIL 0440-Evansville Open House Commen	2/7/2018 0:00 Ken Colbert	I own a 2A Wetland Mitigation side that is a part of parcel 410 (Koester Contracting) that is not delineated on your maps of Central Alternative 1. In talking with one of your reps, he asked that I pointed this out. If this property is taken, replacement wetlands would need to be developed.
PIL 0441-Evansville Open House Commen	2/7/2018 0:00 Leo Vogt	Prefer Central Alt 1 as resiliency if existing or new bridge under repair or closed due to accident Retain second existing bridge for bike/ped and emergencies No tolling of existing bridges due to EJ impacts
PIL 0442-Evansville Open House Commen	2/7/2018 0:00 David Ripple	Keep part of existing bridge as pedestrian walkway. Like Louisville
PIL 0443-Evansville Open House Commen	2/7/2018 0:00 Cheryl Musgrave county	Name: Charles Shaw Full Address: 432 Huntwood Lane Evansville IN 47715 E-mail: Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 1-2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 NO West Alternative 2 NO Central Alternative 1 Yes What concerns, if any, do you have about each preliminary alternative? Central Alternative 1 Why does the New I-69 thru Henderson go so farwest? Why not go east and connect south close up to the Henderson by-pass? Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 1
PIL 0445-Evansville Open House Survey-	2/7/2018 0:00 Charles Shaw	

Full Address: 3733 S. Lombard, Evansville, IN 47714

E-mail: les.bain@evsck12.com

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

I live in the area.

How often do you travel on the US 41 bridges over the Ohio River?

Typical number of time per week 2

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

No

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:

West Alternative 1 1

West Alternative 2 3

Central Alternative 1 2

What concerns, if any, do you have about each preliminary alternative?

West Alternative 1

I have seen time when accidents have blocked the bridge. With 2 bridges you could divert traffic if an accident occurs. I am worried that you would destroy some businesses along US 41(69)

Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? I think it would slow traffic and add cost.

[PIL 0446-Evansville Open House Survey-](#) 2/7/2018 0:00 Leslie Bain

Name: John Reiplinger

Full Address: 1401 Greenfield Rd Evansville, IN 47715

E-mail: skipperenaeck@aol.com

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

I live in the area.

How often do you travel on the US 41 bridges over the Ohio River?

Typical number of times per month 4-5

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

No

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:

West Alternative 1 1

West Alternative 2 3

Central Alternative 1 2

What concerns, if any, do you have about each preliminary alternative?

West Alternative 2

I feel doing away with both existing bridges would be a mistake.

Central Alternative 1

If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community?

Would eliminate any back up means to cross the river.

[PIL 0447-Evansville Open House Survey-](#) 2/7/2018 0:00 John Reiplinger

Name: Jim Pickens
 Full Address: 4017 Hunters Trace
 E-mail: jpickens@insighbb.com
 How often do you travel on the US 41 bridges over the Ohio River?
 number of times per month 1
 Do you or your family own property along any of the preliminary alternatives being considered?
 Yes
 If you answered yes, which preliminary alternatives could affect your property?
 Central Alternative 1
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 1
 West Alternative 2 2
 Central Alternative 1 3

PIL 0448-Evansville Open House Survey- 2/7/2018 0:00 Jim Pickens

Name: Joseph Easley
 Full Address: 6201 Shoreham Dr. Evansville, IN 47711-7714
 E-mail: easyjoe1947@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of times per month 2
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 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.
 West Alternative 2
 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.
 Central Alternative 1

PIL 0449-Evansville Open House Survey- 2/7/2018 0:00 Joseph Easley

<p>PIL 0450-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Paul Kleinkaecht</p> <p>Name: Paul Kleinkaecht Full Address: 4500 Middle Mt. Vernon Rd. Evansville, IN 47712 E-mail: palklein@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Our grain bins and entrance into property Getting to property and other side of 41</p>
<p>PIL 0451-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Laura Scott</p> <p>Name: Laura Scott Full Address: 3717 Rolling Rock Dr. Evansville, IN47711 E-mail: lscott148@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes Clients If you answered yes, which preliminary alternatives could affect your property? West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Impact and disruption to existing properties on US 41 West Alternative 2 Same as above</p>

<p>PIL 0452-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Sam Bacurm</p> <p>Name: Sam Bacurm Full Address: 2604 Ravenswood Dr. E-mail: sambacurm@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3-5 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Disruption of traffic on strip, disruption of residential traffic West Alternative 2 Limited access to crossing, removal of 41 bridges completely, there isn't another bridge for another 40 miles. Do you have any suggestions for improving the preliminary alternatives? If so, please explain.</p>
<p>PIL 0453-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Cathy Edington</p> <p>Name: Cathy Edington Full Address: 6236 Country Land Evansville IN 47715 E-mail: beancde1@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 0 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Too many homes to buy. Will drag out the bridge forever</p>

<p>PIL 0454-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Dennis Au</p> <p>Name: Dennis Au Full Address: 411 S.E. 2nd St, Evansville, IN 47713 E-mail: Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 There are significant archaeological resources including deeply buried resources in the flood plain on the Kentucky side. Impact on historical references 1 historic bridges themselves 2 Audubon park as a historic landscape - CCC West Alternative 2 Same as above</p>
<p>PIL 0455-Evansville Open House Survey-</p>	<p>2/7/2018 0:00 Geoff Forbes</p> <p>Name: Geoff Forbes Full Address: 10244 Powers Dr. Newburgh IN 47630 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? No If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? I believe the US 41 "strip" in Henderson would dry up, in terms of commercial business. Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? I would only travel that route for special occasions. I would probably skip the park (Audubon), the music festivals, etc. Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? I believe one metal bridge should be retained (if not both).</p>

E-mail: brent.foster@milestonelp.com

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

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 preliminary alternatives being considered?

No

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:

West Alternative 1 3

West Alternative 2 1

Central Alternative 1 2

What concerns, if any, do you have about each preliminary alternative?

West Alternative 1

More residential housing impacts

West Alternative 2

More commercial impact but keep traffic from diverting around.

Central Alternative 1

May take longer with environmental mitigation.

Do you have any suggestions for improving the preliminary alternatives? If so, please explain.

Central Alternative 1

Quicker construction

PIL 0456-Evansville Open House Survey- 2/7/2018 0:00 Brent Foster

Name: Mitch Holland

Full Address: 4755 W. Arlington Rd. Bloomington, IN 47404

E-mail: mitch.holland@milestonelp.com

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

I cross the US 41 bridges infrequently, but I'm interested in the project.

How often do you travel on the US 41 bridges over the Ohio River?

Typical number of time per week 0

Typical number of times per month 3-4/year

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

No

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:

West Alternative 1 3

West Alternative 2 1

Central Alternative 1 2

What concerns, if any, do you have about each preliminary alternative?

West Alternative 1

Impacts to residents

West Alternative 2

Working on existing US 41, much like a reconstruction, under traffic w/safety risks.

Central Alternative 1

PIL 0457-Evansville Open House Survey- 2/7/2018 0:00 Mitch Holland

<p>PIL 0458-Evansville Open House Survey- 2/7/2018 0:00 Mike Abardy</p>	<p>Name: Mike Abardy Full Address: 2056 E. Walnut St. Evansville, IN 47714 E-mail: mike8@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1-2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Only one US 41 bridge retained West Alternative 2 Eliminates US 41 bridges</p>
<p>PIL 0459-Evansville Open House Survey- 2/7/2018 0:00 John Spaetti</p>	<p>Name: John Spaetti Full Address: 2825 Harmony Way Evansville, IN Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1</p> <p>Do you have any suggestions for improving the preliminary alternatives? If so, please explain. West Alternative 2 May need to leave old bridge concrete pillars in place to provide a buffer for run away barges striking the new bridge structure.</p>

<p>PIL 0460-Evansville Open House Survey- 2/7/2018 0:00 John Hurley</p>	<p>Name: John Hurley Full Address: 5668 N. Co Rd. 450W Richland, IN 47634 E-mail: johnhurley475@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 1 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Many people may avoid using the bridge if at all possible. Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. An I-69 bridge must be a minimum of 4 lanes. Do you prefer retaining one US 41 bridge for local traffic (West 1 and Central 1), or do you prefer a 6-lane I-69 bridge (West 2). Why? Having two different bridges will provide an alternative route in case of</p>
<p>PIL 0461-Evansville Open House Survey- 2/7/2018 0:00 Gina Folz</p>	<p>Name: Gina Folz Full Address: 1811 Jeanette Ave. E-mail: GVMAY2002@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3-4 Typical number of times per month 14 Do you or your family own property along any of the preliminary alternatives being considered? Yes No ? If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 3 Central Alternative 1 2 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 That closing the twin bridges would make it hard on the workers who have to cross over everyday if they make the 69 bridge a toll bridge(There should be an alternative to that)</p>

<p>PIL 0462-Evansville Open House Survey- 2/7/2018 0:00 David Ripple</p>	<p>Name: David Ripple Full Address: 5466 E. Esche Dr. E-mail: ripple9014@roadrunner.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 8 Do you or your family own property along any of the preliminary alternatives being considered? No If you answered yes, which preliminary alternatives could affect your property? 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Adverse impact on business & residents West Alternative 2</p>
<p>PIL 0463-Evansville Open House Survey- 2/7/2018 0:00 Leo Vogt</p>	<p>Name: Leo Vogt Full Address: 3301 S. Weinbach Ave. Evansville, IN 47714 E-mail: bud@budsfarm.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: No preference If West 2 is the preferred alternative in the DEIS, how would the removal of both US 41 bridges from service affect you and the community? It would be nice to retain 1 of the US 41 bridges in case an accident shut down the other bridge Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? Little impact</p>

<p>PIL 0464-Evansville Open House Survey- 2/7/2018 0:00 Jake Bessler</p>	<p>Name: Jake Bessler Full Address: 1319 E. Chandler Ave. Evansville, IN 47714 E-mail: jbassler@arc-construction.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 40 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 (checkmark) Central Alternative 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 Add walk/bike route on bridge Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for funding the new bridge. How do you think tolling would affect your household? We'd move all activities to Evansville and only go to Henderson if needed</p>
<p>PIL 0465-Evansville Open House Survey- 2/7/2018 0:00 Joseph Steinwachs</p>	<p>Name: Joseph Steinwachs Full Address: 830 Morningside Dr. Henderson KY E-mail: steinwachs@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 20 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 (checkmark) West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>

Name: Dona Gregory
Full Address: 6917 Wathen Lane Henderson, KY 42420
E-mail: dona.gregory@gmail.com
Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
I live in the area.
How often do you travel on the US 41 bridges over the Ohio River?
Typical number of time per week 8
Do you or your family own property along any of the preliminary alternatives being considered?
Yes No
If you answered yes, which preliminary alternatives could affect your property?
Central Alternative 1
The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
Please rank each of the preliminary alternatives in order of preference from 1 to 3:
West Alternative 1 2
West Alternative 2 1
Central Alternative 1 3
What concerns, if any, do you have about each preliminary alternative?
Central Alternative 1
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

[PIL 0466-Evansville Open House Survey-](#) 2/7/2018 0:00 Dona Gregory

Name:John Gregory
Full Address: 6917 Wathen Lane Henderson, KY 42420
E-mail: jrgregs270@gmail.com
Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
I live in the area.
How often do you travel on the US 41 bridges over the Ohio River?
Typical number of time per week 10
Typical number of times per month 40
Do you or your family own property along any of the preliminary alternatives being considered?
Yes
If you answered yes, which preliminary alternatives could affect your property?
Central Alternative 1

The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).

Please rank each of the preliminary alternatives in order of preference from 1 to 3:
West Alternative 1 1
West Alternative 2 2
Central Alternative 1 3

[PIL 0467-Evansville Open House Survey-](#) 2/7/2018 0:00 John Gregory

<p>PIL 0468-Evansville Open House Survey- 2/7/2018 0:00 Brandon Epple</p>	<p>Name: Brandon Epple Full Address: 269E. 1025 S. Haubstadt, IN 47639 E-mail: bjepple@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Disrupts many residences Greatly restricts local access West Alternative 2 Lack of bridge for local traffic (i.e. farm traffic) Greatly restricts local access</p>
<p>PIL 0469-Evansville Open House Survey- 2/7/2018 0:00 CG Epple</p>	<p>Name: CG Epple Full Address: 269 E 1025S Haubstadt IN 47639 E-mail: cgepple@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 1-2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 1 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Many residences displaced & quite a few businesses West Alternative 2 Many businesses displace and a number of homes Central Alternative 1 Farmland being taken</p>

Name: David Hammonds
 Full Address: 2122 E. Chandler Ave.
 E-mail: dlhammonds1967@gmail.com
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of times per month 6
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1

[PIL 0470-Evansville Open House Survey-](#) 2/7/2018 0:00 David Hammonds

Name: Kenneth Colbert
 Full Address: 9700 Erskine Lane Evansville, IN 47725
 E-mail: seekandfind@att.net
 Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?
 I live in the area.
 How often do you travel on the US 41 bridges over the Ohio River?
 Typical number of times per month 10
 Do you or your family own property along any of the preliminary alternatives being considered?
 No
 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).
 Please rank each of the preliminary alternatives in order of preference from 1 to 3:
 West Alternative 1 2
 West Alternative 2 3
 Central Alternative 1 1
 What concerns, if any, do you have about each preliminary alternative?
 West Alternative 1
 Displacement of residential property, the abutting area will become commercial. Low income will be affected.
 West Alternative 2
 The egress of the interstate will make accessibility of existing businesses difficult.
 Central Alternative 1

[PIL 0471-Evansville Open House Survey-](#) 2/7/2018 0:00 Kenneth Colbert

<p>PIL 0472-Evansville Open House Survey- 2/7/2018 0:00 Tamy Willett</p>	<p>Name: Tamy Willett Full Address: 2148 Colliea Road E-mail: tammy.willettgipson@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 10 Typical number of times per month 30 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Business being affected West Alternative 2 Business going out of business</p>
<p>PIL 0473-Evansville Open House Survey- 2/7/2018 0:00 Autumn Willett</p>	<p>Name: Autumn Willett Full Address: 4098 Bowling Lane Henderson, KY 42420 E-mail: tammy.willettgipson@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 12 Typical number of times per month 48 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 3 Central Alternative 1 2 What concerns, if any, do you have about each preliminary alternative? West Alternative 2 Existing business Central Alternative 1</p>

<p>PIL 0474-Evansville Open House Survey- 2/7/2018 0:00 Jerry Mills</p>	<p>Name: Jerry Mills Full Address: 8200 Pollack Ave. Evansville, IN 47715 E-mail: jerrymills58@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Typical number of times per month 10-12 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Taking lots of homes West Alternative 2 Extremely intrusive during construction – down to only one bridge Central Alternative 1 No concerns</p>
<p>PIL 0475-Evansville Open House Survey- 2/7/2018 0:00 Sheryle Mills</p>	<p>Name: Sheryle Mills Full Address: 8200 Pollack Ave. Evansville, IN 47715 E-mail: mallorysgranny@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 3 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 No issues West Alternative 2 Building and rerouting during construction a pain. Central Alternative 1 No concerns Tolling the new I-69 bridge, existing US 41 bridge or both will be considered for</p>
<p>PIL 0404-Could not find Open House Info 2/7/2018 10:35 Carol Griffith</p>	<p>Ms. Griffith could not find the information from the open houses, specifically the flyover videos. She was using an iPad. I tried to direct her on how to find the information. She was getting frustrated so I emailed her a direct link. She called back a few minutes later because she said she did not get the link. Amber was then able to direct her to find the information that she was seeking.</p>

<p>PIL 0413-Wants cost information on US f 2/8/2018 0:00 Larry Parrish</p>	<p>Mr. Larry Parrish called and left a message on 2-7-18 at 3:29 PM. He requested a call back. Amber Schaudt returned his call 2-8-18 at 9:15 AM. I talked with his son Monty. Monty indicated that they wanted to talk about the cost difference of Central 1 from July to now.</p> <p>Per Steve Nicaise, I called Larry Parrish back to direct him to the Screening Report and Screening Report Supplement Report located on our website. During that conversation, Larry told Amber that he was specifically interested in the US 60 interchange at the railroad tracks.</p> <p>Amber Schaudt gave Steve Nicaise Larry's contact information for Steve to follow up and answer their questions.</p> <p>Steve submitted PIL 0412 in regard to this.</p>
<p>PIL 0412-Owensboro involvement with I- 2/8/2018 8:59 Andy Gamblin</p>	<p>Mr. Gamblin attended the Henderson Open House and noticed the lack of public officials representing Owensboro and Daviess County. He has personal feelings that Owensboro should be more involved in this project. Amber Schaudt gave his contact information to Steve Nicaise to follow up with Mr. Gamblin. Steve indicated he also spoke with him at the open house and would return his call. I talked with Mr. Gamblin about how I-69 ORX could benefit Owensboro. He was concerned about Owensboro supporting upgrades to the Natcher Pkwy while I-69 could be more of a benefit to them. I suggested both project could benefit Owensboro and encouraged him to participate in the discussion. He asked about the I-69 project making a presentation in Owensboro. I told him that we did present to the GRADD committee on September 13, 2017.</p>
<p>PIL 0417-Project Update-.xml 2/8/2018 13:12 Susan Haislip</p>	<p>From: Prevost, Daniel [mailto:Daniel.Prevost@parsons.com] Sent: Thursday, February 08, 2018 1:12 PM To: Susan Haislip Cc: Janelle Lemon (jlemon@indot.in.gov); Marshall Carrier (marshall.carrier@ky.gov); Poturalski, Jim; Gary Valentine (gvalentine@ky.gov); Nicaise, Steven; Amber Schaudt; Port, Juliet Subject: RE: I 69 Bridge</p> <p>Susan –</p> <p>Thanks for reaching out. The public meetings were well attended and did present a lot of new information about the alternatives that will be studied in the DEIS. We got a lot of great feedback already and expect more to come in over the rest of the month (comment period ends February 28). All the information we presented at the open houses (presentation, handouts, etc) is posted on the public meeting section of the website: https://i69ohiorivercrossing.com/public-meetings-outreach/public-meetings/february-2018-public-meetings/[i69ohiorivercrossing.com]</p> <p>All of the information presented is based on the work documented in the Screening Report Supplement (also linked on that page). If you're looking for more detail, that's where you'll find it.</p> <p>The next major milestone will be the Draft EIS, which will be published this fall. That document will identify a preferred alternative and will include all the analysis (including technical appendices) that go into that decision. I would certainly encourage you to stay tuned to the project and look for that document this fall.</p> <p>In the meantime, if you have additional questions, feel free to reach out to me. As always, we appreciate your interest and engagement in the project.</p> <p>- Dan</p> <p>From: Susan Haislip [mailto:susan@sycamorelandtrust.org] Sent: Thursday, February 08, 2018 12:51 PM To: Prevost, Daniel <Daniel.Prevost@parsons.com> Subject: I 69 Bridge</p>
<p>PIL 0414-KMZ maps-.xml 2/8/2018 13:32 Christopher Wathen</p>	<p>Mr. Wathen attended the open house in Evansville. He talked with some of our engineers about his property being impacted by Central 1. He asked for a printout of the current alignment at the open house, but we did not have that capability. He was asked to come into the project office to get that information. Amber Schaudt was able to provide the information that he wanted. I have attached the document I created for him.</p>

<p>PIL 0412-Central Alt 1 - US 60 Interchang 2/8/2018 14:30 Larry Parrish</p>	<p>Larry owns the farm that would be impacted by the location of the US 60 interchange with C1. His farm is basically south of US 60 on both sides of the RR in that area. He wanted to know why the interchange location was moved to the south from what was shown last summer, as it impacts much of his farm. I explained that we had to look at options to avoid impacts to historic properties, including the two houses on the north side of US 60 either side of the C1 alignment. Section 4(f) requirements would require the project to select a reasonable and feasible option that avoids impacts to an historic property. In this case, the southerly interchange location does affect more of his property, but avoids impacting the historic property to the north, with only slightly higher construction costs.</p>
<p>PIL 0436-Mailed in Open House Survey-3 2/9/2018 0:00 Jerry Euler</p>	<p>Name: Jerry Euler Full Address: 5306 Winding Way, Evansville, IN 47711 E-mail: eulerjn@att.net Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live elsewhere, but cross the existing US 41 bridges frequently. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Too much traffic & congestion & business relocation & household removal. West Alternative 2 Will take a lot to meet interstate standards. Plus no second river crossing. Central Alternative 1 May affect some properties but seems to be most practical and likely the least</p>
<p>PIL 0424-Infomaiton seeking after open 2/9/2018 10:00 Mingus Family (Joann)</p>	<p>Ms. Mingus saw the historic survey books at the open house and wanted copies of a few properties. Amber allowed Ms. Mingus to go through the book and pick the pages she wanted to be printed. Amber printed pages 4-104 -4-121 from the KY volume 1 book. She also requested snapshots of the KMZ overlays of the area of and around her home. Amber provided this for West 1 & 2. Amber created these explaining alignment along the way. I have attached the document I provided for her. In talking with her, she indicated that she would be notifying her neighbors of the project. Amber provided her with the Preliminary Alternative Handout, the Open House Survey, comment cards, business cards, relocation and acquisition books. I discouraged her to talk in much detail about the project impact to property but encouraged her to give them the information and let me talk with them. I believe she understood my request and said she would do so. Ms. Mingus feels this is a huge project and everyone needs to know about it.</p>

PIL 0425-Seeking information on how pr	2/9/2018 11:15 Ray Nix	<p>Mr. Nix called to set up a time to come in to look at the KMZ files of his and his family's property. I scheduled him to come in at 11 AM on 2-9-18 per his schedule.</p> <p>Mr. Nix is related to Tommy Dempewolf and he was asked to get more information about how each alternative would impact Dempewolf Ford. He and his family also have quite a bit of property along Central Alternative 1. I have attached all of the KMZ snapshots I provided him.</p> <p>He mentioned that P628 and/or P627 is his wife's family's property and there is a family cemetery located on that property. It had been several years since he had been there so he could not pinpoint the area. He indicated he thought it was midway between the two parcels.</p> <p>In our conversation, he mentioned there were several people talking about this at the Henderson Rotary meeting yesterday (2-8-18). I offered to present a project update at the Rotary meeting. We have a tentative date set for Thursday, May 31st. They meet at Noon at the Thelma B. Johnson Center on Green St in Henderson. At this time Amber Schaudt and Marshall Carrier will present.</p>
PIL 0426-Questions about alignment-.xm	2/9/2018 12:00 Bill & Enid Dibert	<p>Mr. & Mrs. Dibert was not able to attend the open house and wanted the information we shared at the event. Amber gave them the preliminary alternative handout, an open house survey, and a comment card. They knew their home would not be taken with any of the alignments but they did want to know about access. Amber was able to pull up the KMZ files and answer their questions.</p> <p>Their comment reads: "Excellent explanation of our questions."</p>
PIL 0427-Southern Cherokee Nation - wa	2/9/2018 12:30 Michael Man Fox Buley	<p>Mr. Buley is the chairman of the Southern Cherokee Nation. Janelle Lemon spoke with him. He wants to know why they have not been asked to provide input to the potential impact to the historic Indian areas in the project area. He indicated that he has many maps and data that would be helpful to the project. On April 1st Dan Prevost emailed Amber Shaudt and A. J. Casey that "Mr. Buley was invited to be a Consulting Party in the Section 106 process." This exchange closed the file.</p>
PIL 0428-wanted project info-.xml	2/9/2018 13:05 Brandon Stelach	<p>Mr. Stelmach just found out about our project and wanted information. Amber explained the DEIS process, our timeline and gave him the Preliminary Alternative Handout, open house survey, and a comment card.</p> <p>Mr. Stelmach asked how he could stay up to date on the project. Amber indicated that we have an e-newsletter and text option to stay informed, as well as, the website and Facebook. Mr. Stelmach asked Amber to add him to the e-newsletter database. Amber completed this task.</p>
PIL 0429-Project information-.xml	2/9/2018 14:00 Reid Shan	<p>Mr. Shan is the Sales Support Manager at Beck's Hybrid in Henderson. He wanted to get a project update. He had missed our project update in July and thought we were still considering Central Corridor 2 which would come close to his facility. Janelle Lemon gave him a project update and reviewed the EIS timeline. Amber gave him the Preliminary Alternative Handout, an Open House Survey and a comment card.</p> <p>We thought it would be beneficial for him to complete the business survey as he has large trucks in an out of his facility often. Amber asked Chris Meador to send him the business survey information.</p>

	<p>Mr. & Mrs. D'Orazi came in to see the impact of their home in regard to Central 1. Amber was able to pull up the KMZ files. Their home will not be taken but impacted as the current proposed route is 300 ft from their property. They wanted to know what options they have for sound walls if the Central Alternative is chosen. Amber responded that we do not have that information at this time and will not have that until the ROD. This did not satisfy their questions, so I told them I would reach out to the team to see if there was any other information they could provide. Amber reached out to Steve Nicaise, Dan Prevost, and Ken Sperry. They had the same response. Janelle Lemon called the property owners to convey this information. Comment: "We are no agree with Central 1. It will affect the value of my house."</p> <p>Janelle replied 3-1-18 at 12:06 PM</p> <p>Mariella,</p> <p>I left a message for you at 812-568-8396 with my contact information but thought I would follow up with an email as well.</p> <p>Specific to your 2 questions below. I have attached two booklets which describe the acquisition and relocation process that will be adhered to on this project. I am not sure if Amber provided them during your visit or not since we have hard copies in the office. Unfortunately our team will not be in a position to answer more specific questions about your property until a preferred alternative is selected and additional survey and right of way work is performed. I can tell you that compensation is for direct real property impacts and not for perceived indirect impacts such as proximity to a new facility. There is a process that can be pursued by property owners who feel that damage or some other diminution of the property's use or value results because of the project. We can discuss that however they would not come into play until much later in the project process.</p> <p>Traffic noise analysis is part of what will be included in the Draft Environmental</p>
<p>PIL 0431-Central 1 has huge impact to hc 2/9/2018 17:00 Tallino-Mariella D'Orazi</p>	<p>Full Address: 5520 Monroe Ave. Evansville, IN 47715</p> <p>E-mail: none</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?</p> <p>I cross the US 41 bridges infrequently, but I'm interested in the project.</p> <p>How often do you travel on the US 41 bridges over the Ohio River?</p> <p>Typical number of time per week 0</p> <p>Typical number of times per month Only when we go to Owensboro, KY. Take the Audubon Parkway</p> <p>Do you or your family own property along any of the preliminary alternatives being considered?</p> <p>No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3:</p> <p>West Alternative 1 2</p> <p>West Alternative 2 3</p> <p>Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p> <p>West Alternative 1</p> <p>Still taking homes, and a few businesses, will keep one twin bridge. (good)</p> <p>West Alternative 2</p> <p>Will take all of the businesses on West side 41 South. Homes also, will take out both bridges. (bad).</p>
<p>PIL 0435-Mailed in Open House Survey - 2/10/2018 0:00 John W. Powell</p>	

	<p>Mr. Lake emailed: I'm interested in the Central Corridor # 1 that's under consideration. I need to know the current Federal and State minimum setback requirements in building an interstate highway in proximity to an existing subdivision. I look forward to your response. Patrick R. Lake Pipkin responded: Dear Mr. Lake, I apologize for the delay in my response. There is no minimum setback requirement for building an interstate highway in proximity to an existing subdivision. We typically acquire only enough right of way to construct and maintain the proposed roadway. We attempt to avoid as many displacements as possible while considering the numerous types of impacts, including environmental, economic, right of way, utilities and constructability to minimize the overall project impacts. When constructing a roadway near an existing developed area, noise is an environmental concern that is studied to determine potential impact and possible mitigation strategies. I hope this answers your question. If you have further specific questions, please let us know.</p>
<p>PIL 0584-Setback requirements-.xml 2/12/2018 14:20 Patrick Lake</p>	<p>Mr. Calbert emailed: If you choose Central Corridor 1 as the I-69 route why can't US 41 be kept separate from I-69 and be parallel to I-69 by changing KY 2084 to US 41 and attaching it to the US 60 interchange deleting a new interchange with US 41 but still using the current Pennyrile exits. US 41 should be parallel with I -69 through that area and never jump on the Interstate at all. Pipkin responded: I apologize for the delay in my response. I shared your question with some engineers on the Project Team and they asked if you'd be willing to mark up a map to show the route you explain below. Is that possible? I can mail you one, if needed. I just want to be sure your question gets the attention it requires. Mr. Calbert's map was received in the project office on February 27.</p>
<p>PIL 0585-Question about alternate route 2/12/2018 14:26 Benjamin Calbert</p>	<p>Mr. Hazelwood came in this morning to get materials (Preliminary Alternative Handout{10 copies} and borrowed the Volume 1 of the History/Arch. Report) for a meeting he has put together of local residents to discuss how this project might impact them. They will be meeting today at noon to come up with some questions for the project team. Mr. Hazelwood has requested a meeting next Wednesday at noon at the project office for these residents to bring in their questions and talk with the team. He will share these questions before our meeting next week. He will provide lunch. Amber will coordinate with Mr. Hazelwood on the meeting.</p>
<p>PIL 0476-Materials for meeting with loca 2/14/2018 7:55 Mike Hazelwood</p>	<p>(West Alternative 2) This is the worst of the 3 alternatives. It eliminates many more businesses and homes than the others, and it leaves us with no alternate route when something happens to shut down a bridge.</p>
<p>PIL 0489-West 2 Alternative comment-.x 2/14/2018 12:00 Donna Harker Crowe (F</p>	

PIL 0477-Mailed in Open House Survey-.x	2/15/2018 0:00 Christopher Wathen	<p>Full Address: 5101 S. Green River Rd. Evansville IN 47713 E-mail: n/a Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 3 What concerns, if any, do you have about each preliminary alternative? Central Alternative 1 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. I would actually pay to have this highway go a different route. In the drought of 2012 this farm is what kept my head above water. Selfish on my part, maybe. It has no value to me or my family. Replacing this farm with another isn't the answer as it is still killing farm land.</p>
PIL 0488-Question on Central 1 Alternati	2/15/2018 9:00 Benjamin Calbert (FB qu	<p>Question on Central Alternative 1: Why isn't there an exit for Waterworks Rd.? You know that the horse racing track is right off of there. That would be the fastest to get to the track if you put an exit there</p>
PIL 0484-Twin Bridges -- Need for Capaci	2/15/2018 10:00 Eric Titzer -- Facebook C	<p>US 41 bridges should remain 4 lanes, 2 lanes each direction. Why create traffic bottlenecks for local traffic? Is it so people get frustrated and use the I-69 bridge which would give more money to tolls? What happens when a barge or something else closes the I-69 bridge for a period of time? Do you think a 2 lane US 41 bridge will be able to handle that additional rerouted traffic?</p>
PIL 0485-Twin Bridges -.xml	2/15/2018 11:00 Tracy Petitjean (Facebo	<p>I agree. I don't understand the push for closing down one of the twin bridges. There's no reason not to keep them both open.</p>
PIL 0486-Central 1 Alternative-.xml	2/15/2018 14:00 Donna Harker Crowe -- f	<p>This (Central Alternative 1) is by far the best of the remaining 3 options. Besides leaving one of the twin bridges open for traffic (the powers-that-be claim we only need a total of 6 lanes, which is why they won't let us keep both), it only affects two houses and zero businesses, unlike the two East alternatives, which both affect a lot more homes (over 100) and businesses.</p>
PIL 0490-West Alternative 2 comment-.x	2/15/2018 14:00 Tracy Petitjean -- Faceb	<p>(In reference to West Alternative 2) Don't like this one at all.</p>
PIL 0487-Twin Bridges-.xml	2/15/2018 15:00 Collin Newton (Facebo	<p>Don't close down one of the bridges, keep them open and just build the new interstate bridge</p>

<p>PIL 0481-Mailed in Open House Survey-> 2/16/2018 0:00 Brenda Stone</p>	<p>Name: Brenda Stone (True Vine Plantation Inn) Full Address: 3211 US Hwy 41 North E-mail: Brenda.stone@twc.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 3 Typical number of times per month 12 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 This alternative will take my business and my home. I would (will) have had my business/home paid for in 2021 and actually began to show a better profit. I've been buying my business/home on contract since 2005 and my concern is they</p>
<p>PIL 0482-Mailed in Open House Survey-> 2/16/2018 0:00 William Dibert</p>	<p>Name: William Dibert Full Address: 120 Pines Dr. Henderson, KY 42420 E-mail: billdibe@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 2 Do you or your family own property along any of the preliminary alternatives being considered? Yes But not immediately adjacent to R/W. If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Eliminates North Elm Street as direct access to Hospital and other city services. Puts highway noise closer to our residential neighborhood. West Alternative 2 Does not offer a separate (possibly toll free) route for local traffic.</p>

PIL 0483-Mailed in Open House Survey-.x	2/16/2018 0:00 Dirk Molt	<p>Name: Dirk Molt Full Address: 10068 Hwy 1078 N. Henderson, KY 42420 E-mail: moltdirkr@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of times per month 46 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? Central Alternative 1 I think Central Alt 1 should be moved more east to bypass Henderson and go farther south before connecting back into the roadway. Do you have any suggestions for improving the preliminary alternatives? If so, please explain. Central Alternative 1 Move farther east and tie in farther south of Henderson.</p>
PIL 0478-Impact to business-.xml	2/16/2018 9:30 Larry Bennet	<p>Larry Bennett came in to look at the KMZ file and how West 1 and 2 would affect his business, Audubon Chrysler. Amber was able to show him this information. She provided screenshots to him. They are attached. Austin Kemp was also with him to help him try to understand the impacts.</p>
PIL 0479-Impact to business-.xml	2/16/2018 9:30 Austin Kemp	<p>Mr. Kemp came in with Mr. Larry Bennett to ask about impacts to Audubon Chrysler. Amber was able to answer their questions.</p>
PIL 0480-Wanted quick summary-.xml	2/16/2018 10:00 Robert Pruitt	<p>Mr. Pruitt was in the building for other reasons and came in to get a general overview of the project. He said he was not very familiar with current routes. Amber showed him the KMZ files of West 1 & 2.</p>
PIL 0592-New lifting equipment for bridge	2/16/2018 12:25 George M	<p>George emailed to share his product information. Pipkin responded: Thank you for your message. I've shared this information with the Project Team.</p>
PIL 0491-Wanted better understanding c	2/16/2018 14:30 Jeff Troxel	<p>Mr. Troxel came in today to gain a better understanding of each alternative and what it means for business and residential impacts. Amber showed Jeff the KMZ files for each alternative. He then requested snapshots of each alternative emailed to him. I sent separate files to his email but only attached Central 1 as an example due to size restrictions. Brad Fulkerson came with Jeff.</p>
PIL 0492-Wanted better understanding c	2/16/2018 14:30 Brad Fulkerson	<p>Mr. Fulkerson came in today to gain a better understanding of each alternative and what it means for business and residential impacts. Amber showed Brad the KMZ files for each alternative. Jeff Troxel came in with Brad.</p>

	<p>For a demonstration of the effect of a single southbound lane for local traffic from Evansville, reference the fiasco of a single lane today, February 16, 2018. That what it will look like every single day of you close one of those bridges. That's just daily commuters. It will be backed up like this even without commercial traffic.</p> <p>Manage</p> <p>LikeShow more reactions · Reply · Message · 2d</p> <p>Eric Titzer In fact, come on out and drive this right now. Experience the joy of daily commuters from Central and West Evansville heading south. You are seriously over estimating the willingness of daily commuters in this area to pay a toll or to drive that extra distance to use the Central Corridor.Furthermore, if financial feasibility were such a concern, then those West Corridors would have never been considered. How much do you think it's going to cost to buy out all those homes and businesses along those corridors? Whatever you have budgeted for that, you might as well triple it at the least.Do you not think that</p>
<p>PIL 0493-Cross-river capacity redundan 2/16/2018 18:00 Eric Titzer -- FB Commer</p>	<p>having this I-69 bridge and that border to border link is not going to increase</p> <p>they are considering tolling the 41 bridge too, which I think is wrong. They said in the meeting 80% of the traffic crossing the bridges is local, so why should Henderson/Evansville local traffic fund 80% of the cost? In addition to raising the gasoline tax. I travel to Indianapolis frequently and there is not one single toll booth from here to there on I-69.</p>
<p>PIL 0494-Tolling-.xml 2/16/2018 18:30 Brenda Walker Stone (F</p>	<p>I know that many variations are on the table, one of them being bypassing around US 41 in Henderson. If I owned a business there I would be so upset. The Henderson strip will become "Radiator Springs" (reference to the dusty town on the CARS cartoon movie), businesses will move to exits on the new I69. We will see empty buildings on US41. For those traveling from state to state this will be great idea and honestly a safer one. I feel that the whole "I69" deal was originally presented as the last great hope and mislead Kentucky towns to sign on. Because I feel that some towns will become ghost towns and will not see the big boost or growth (as advertised).Just thoughts. I hope this works out for the greater good. We need a new bridge!</p>
<p>PIL 0495-West Alternatives -- US 41 corri 2/16/2018 20:00 Gary Gates (Facebook C</p>	<p>Keep BOTH Twin bridges in use.</p>
<p>PIL 0496-Twin Bridges-.xml 2/17/2018 12:00 Vicke Martin Carter (Fac</p>	<p>Eric Titzer, I agree with all your comments. I was stuck in that traffic on February 16th just trying to get home. There is no alternate route other an extra hour drive to Owensboro and back Henderson. It was terrible and I would rather overestimate on the traffic needs than run into this same issue in a few years because someone didn't anticipate enough growth and more traffic in the future.</p>
<p>PIL 0497-Cross-River Capacity and Redun 2/18/2018 21:15 Tracy Petitjean (Facebo</p>	<p>Mr. Stieler emailed: We are highly in favor of one of the 2 west routes. We built Showplace Cinemas on HWY 41 in 2010, and have been an active property tax payer ever since. We could not afford to move the business, being it was over a \$4 million investment. We feel if you go with the East route, Henderson will become a ghost town, nobody will stop. Pipkin responded: Thank you for your message. Your comments will be considered and included in the public meeting summary, which will be posted to the project website once it's completed. Please let me know if you need anything else.</p>
<p>PIL 0591-Which route-.xml 2/21/2018 9:24 Mick Stieler</p>	

PIL 0511-Public Survey help-.xml	2/21/2018 14:00 Allan Campbell	<p>Mr. Campbell came in to see if he was able to fill out the Public Survey in the office. Amber was able to complete the survey with him. While in the office, we also completed the Open House Survey on his request to rank that alternative. Amber provided copies of the Preliminary Alternatives Handout, comment cards, and business cards. He wanted to give this information to some of this church friends.</p> <p>Amber showed him the large printouts of each alternative to help he decide his ranking choice. He could not tell enough about the West alternatives by the map provided with the Public Survey. Gary Valentine also came out to talk with Mr. Campbell about the Central 1 alternative and the I-69 upgrades to US 41. He then requested copies of each alternative map. Amber was able to provide them.</p>
PIL 0544-Central 1 preference and timeli	2/21/2018 15:00 Doug Briggs -- Facebook	<p>Time line is beyond crazy. This is something ten years behind when it should have been built and people are deciding whether or not to tear up half of town just so Travellers who never stop can see the strip?!? Business on the strip will improve when local commuters and locals do not have to fight constant traffic to get to area businesses. Build the new bridge on central one already!</p>
PIL 0519-Mailed in Open House Survey-.>	2/22/2018 0:00 John C. Scheer	<p>Name: John C. Scheer Full Address: 718 Fairway Drive, Apt. F Evansville, IN 47710-5153 E-mail: jscheer@willard.lib.in.us Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 0 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 2 West Alternative 2 3 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 The number of households effected. West Alternative 2 The number of businesses and households effected. The lack of a secondary route for local traffic, and the elimination of both of the Twin Bridges.</p>
PIL 0520-Comment Card mailed in -.xml	2/22/2018 0:00 John Scheer	<p>It would be nice to use the decommissioned Twin Bridge for a pedestrian/bike Path connecting Evansville and Henderson. The West Alternatives seem so close to the Audubon State Park- would it effect the wildlife, also disrupt a lot of Henderson homes and businesses, I still think the Central Alternative is the best of the three alternatives. The Henderson Chamber of Commerce really needs to think about the traffic patterns, where its businesses should go.</p>
PIL 0518-Home impact-.xml	2/22/2018 13:05 Pat Fischer	<p>Ms. Fischer called to see if here home would be affected. Amber was able to pull up the KMZ file to tell her she was outside of the Right of Way.</p>

<p>PIL 0521-US 41 Buisness owner group-.x 2/22/2018 13:48 Laura Scott</p>	<p>Ms. Scott reached out to Janelle Lemon to ask, "Is there someone that is acting as a representative or spokesperson for the business owners along Highway 41 in Henderson that I could contact?".</p> <p>Janelle responded:</p> <p>Laura, We do not have a point of contact for the business owners along the corridor. All public information relative to the project that is facilitated by the project team has been placed on the project website, www.i69ohiorivercrossing.com. There may be some information that you could find from previous meetings and attendees that would be helpful. You could also contact kyndle. More information about them can be found at www.kyndle.us. "</p> <p>Amber Schaudt has attached the email chain that does contain more information.</p>
<p>PIL 0529-Mailed in Open House Survey-.j 2/23/2018 0:00 John M. & D. Jeanelle Lu</p>	<p>John M. & D. Jeanelle Luckett Full Address: 1047 Country Club Drive, Henderson, KY 42420 E-mail: jluckett3@roadrunner.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?</p> <p>I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River?</p> <p>Typical number of time per week 10 round trips/ 20 crossings</p> <p>Typical number of times per month 45 round trips/ 90 crossing</p> <p>Do you or your family own property along any of the preliminary alternatives being considered?</p> <p>No</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3:</p> <p>West Alternative 1 2</p> <p>West Alternative 2 3</p> <p>Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p> <p>West Alternative 1</p> <p>The West Alternative 1 will needlessly disrupt 213 homes and 21 businesses. What is the 35 year cost to the community if only half of these are permanently lost? Years of construction detours, delays and disruptions will certainly cost local residents untold dollars in lost time and wasted fuel. The elimination of one US41 bridge will needlessly restrict the otherwise normal flow of commerce. Any</p>
<p>PIL 0587-Eagle Slough-.xml 2/23/2018 10:38 Yvonne Sippel</p>	<p>Ms. Sippel emailed:</p> <p>Respectfully ask that you take into consideration the future of Eagle Slough as you determine the location of the new I-69 bridge. Eagle Slough is home to numerous bird species (including the resurgent Bald Eagle population). It also serves as a key migratory stop for other birds. Many people have invested countless hours of volunteer time to make this area a wonderful place for adults, school children, etc. to visit and learn about nature. Locating the new bridge in this area will cause unnecessary and irreparable harm to all the wildlife that resides there. Thank you.</p> <p>Pipkin responded:</p> <p>Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0522-Routes to affect Apartments -.x 2/23/2018 10:45 Robert Cornbleet</p>	<p>Mr. Cornbleet came in to find out if/how many of his rental properties would be affected by each route. Amber was able to show him the KMZ files. He asked for the screen shots to be printed. Amber printed the attached files for him. He asked about purchasing the property and how that works. I told him that land and buildings would be purchased and tenants would be relocated. I informed him that I was not the right person to talk to, but I could get him in touch with someone now or we will have those people available once a preferred is selected. He said he would wait to talk with someone.</p> <p>He is the owner of P143, P144 and P145.</p>

<p>PIL 0523-Open House Survey-Henderson 2/23/2018 10:45 Robert Cornbleet</p>	<p>Name: Robert Cornbleet Full Address: 1300 N. Green St. Henderson, KY 42420 E-mail: vcornbleet@hotmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 16 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 (checkmark) What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Rental income loss from bldgs. TakeFair compensationWest Alternative 2 Same as above Do you have any suggestions for improving the preliminary alternatives? If so,</p>
<p>PIL 0589-I69 Crossing-.xml 2/23/2018 20:07 Cindy Schmitt</p>	<p>Ms. Schmitt emailed: I am concerned about the future of Eagle Slough and ask that you protect this important and beloved nature preserve as plans are made for the construction of the bridge across the Ohio River. Pipkin responded: Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0588-Routing of I69 across the Ohio-.xml 2/23/2018 22:28 Anne Butsch</p>	<p>Ms. Butsch emailed: I understand that the proposed river crossing routes have been narrowed. 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 one of hundreds who donated time and money to help establish Eagle Slough which is a sensitive 127 acre wetland (in fact, another nearby 80 acres was just added). The wildlife improvement in this area -- including nesting sites for eagles and great blue herons and shelter for migrating birds -- has been dramatic. As a nation, we have only recently begun to understand the critical importance of wetlands to wildlife, clean water and flood control. Please give this your utmost consideration during deliberations.Pipkin responded:Dear Ms. Butsch, Thank you for your message. We appreciate you taking the time to share your feedback.I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month.Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0569-Comment Card mailed in-.xml 2/26/2018 0:00 Richard C Lamb</p>	<p>I am looking at this project through the eyes of a retired over-the-road truck driver, that said, central alternative #1 is the one. There are fewer interchanges for the "locals" to get on and off. By your own admission, the long-term forecast is that 6 lanes of cross-river capacity will be needed. Go ahead and build a 6 lane I-69 bridge now. Leave the existing southbound U.S. 41 bridge for the local traffic as long as it lasts. We have just spent megabucks on it which is supposed to extend its life another 25 years. Maybe longer with most heavy truck traffic using the I-69 bridge. When it becomes unsafe you can close it and you have a 6-lane I-69 bridge to accommodate the extra volume. As for tolls; toll it all if necessary. Thank you for your hospitality at the meetings.</p>

<p>PIL 0536-Project team is only focused on 2/26/2018 11:38 Anonymous</p>	<p>A lady called that did not want to leave her name to ask why she has received two survey's in the mail (public survey mailed twice) only asking about tolls and not one about her opinion on each alternative. She said she feels like we don't care what locals have to say about each alternative but just want to know how much tolls they will pay. Amber told her we were very interested in her comments.</p> <p>Amber explained the same survey being mailed twice and directed her to the website to fill out the Open House survey in which she can rank and comment on each alternative. She questioned why we did not mail this survey out to all citizens. Amber told her we distributed them at the open house and have made them available online. She thought the Open House Survey was much more important.</p>
<p>PIL 0590-I-69 Ohio River Crossing-.xml 2/26/2018 13:02 Mary Jeannine Gilles</p>	<p>Ms. Gilles emailed:</p> <p>I am a member of Sycamore Land Trust. We have worked very hard to preserve this important wetland. 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. This wetland is so important to the well being of our community. Thank you for finding a creative solution.</p> <p>Pipkin responded:</p> <p>Thank you for your message. We appreciate you taking the time to share your feedback. I've shared your comments with the I-69 ORX Project Team for their consideration, and all comments will be included in the public open house summary, which will be available on the website in the coming month. Please let me know if you have any additional feedback or questions we can address.</p>
<p>PIL 0548-Owns property on C1-.xml 2/26/2018 16:12 Brandon Boots</p>	<p>Mr. Boots called to speak with Gary Valentine. He owns 160 acres along C1 and the US 60 interchange. He has some questions and would like to speak to Gary. Amber sent him an email directly asking him to contact Mr. Boots. The email was sent on 4-26-18 at 4:16 pm.</p> <p>Gary Valentine is out of the office this week. Marshal Carrier returned his call. Marshall noted:</p> <p>Spoke with Mr. Boots today on the phone. He was referred to our project team by Brian Bishop with Henderson County Planning Commission. Mr Boots also stated that he attended the recent public meeting in Henderson.</p> <p>He owns approx 160 acres in the vicinity of the Basket property near the preliminary location of the interchange @ US 60 and proposed Central Alignment 1.</p> <p>He wanted our project team to be aware that there are existing Henderson City owned and operated utilities in the vicinity of his property near the alignment of Central 1.</p> <p>I made sure he was aware that no alternate has been chosen to date and that if Central 1 does indeed become the preferred we would seek additional location information of the existing utilities in the area. He also mentioned that this farm is the parent tract to a development plat that is currently on file with local planning and zoning authorities. The owner also stated that this same tract has been annexed by Henderson City.</p>

PIL 0568-Open House Survey-.xml	2/27/2018 0:00 Jordan Baer	<p>Name: Jordan Baer Full Address: 221 S. Barker Ave, Evansville, IN 47712 E-mail: jordanbaer1@gmail.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 4 Typical number of times per month 16 Do you or your family own property along any of the preliminary alternatives being considered? No The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 1 West Alternative 2 2 Central Alternative 1 3</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1 I don't like the damage to the 41 strip but I like that I69 stays on 41. Most importantly, keep the southbound bridge in service, convert the northbound bridge to pedestrian. That has to be the answer.</p>
PIL 0599-Mailed in Open House Survey-.xml	2/28/2018 0:00 Patsy Lawless	<p>Name: Patsy Lawless Full Address: 380 Krystal Lane Owensboro, KY 42303 E-mail: Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week Rarely Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p>

PIL 0600-Mailed in Open House Survey-3	<p>2/28/2018 0:00 Mary Abrams</p> <p>Name: Mary Abrams Full Address: 857 Marblehead Drive, Lexington, KY 40509 E-mail: Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I cross the US 41 bridges infrequently, but I'm interested in the project. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week Rarely – only when I am in town Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 West Alternative 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 It would impact my property and neighboring properties. Property values would plummet. West Alternative 2 It would impact my property and neighboring properties. Property values would</p>
PIL 0601-Mailed in Open House Survey-3	<p>2/28/2018 0:00 Ed Mingus</p> <p>Name: Ed Mingus Full Address: c/o 14 Willow Dr. Henderson KY 42420 E-mail: ethchinc@insightbb.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? 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 preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS). Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1 What concerns, if any, do you have about each preliminary alternative? West Alternative 1 Our family has a house on Willow Dr which will be significantly impacted. Additionally, several family homes will be affected; if one of the goals of the project is to complete the ORX in a timely manner, this will be the least</p>
PIL 0577-Impact to home-.xml	<p>2/28/2018 9:15 Allen L. Condra</p> <p>Mr. Condra received the public survey and had more question on access and if his home would be impacted. Amber was able to pull up his home address. His home will not be taken. Amber then explained each alternative and how access to his interests may work. His comment: "Excellent review of the three (3) alternatives. I am especially appreciative of the time and knowledge that Amber took to explain all of the relevant details!"</p>
PIL 0596-ROW person-.xml	<p>2/28/2018 15:15 Steve</p> <p>A man named Steve came in to talk about right of way. He spoke with Steve about the project. He looked at the maps posted and talked about the NEPA process.</p>

		<p>Name: The Mingus Family</p> <p>Full Address: 14 Willow Drive Henderson, KY 42420</p> <p>E-mail: None</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project?</p> <p>I live in the area.</p> <p>How often do you travel on the US 41 bridges over the Ohio River?</p> <p>Typical number of time per week 10-14</p> <p>Typical number of times per month 56</p> <p>Do you or your family own property along any of the preliminary alternatives being considered?</p> <p>Yes</p> <p>If you answered yes, which preliminary alternatives could affect your property?</p> <p>West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3:</p> <p>West Alternative 1</p> <p>West Alternative 2</p> <p>Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p> <p>West Alternative 1</p>
PIL 0597-Open House Survey with additi	2/28/2018 16:00	The Mingus Family
PIL 0598-seeking more information-.xml	3/1/2018 8:10	Ray Cox
		<p>Mr. Cox came in to get more information on each alternative after he received the public survey in the mail. He stated that his main concern was to have more than one bridge. His second concern was to keep traffic moving as much as possible. Amber gave him an open house survey to fill out and return. He stated that he was more interested in providing feedback on the alternatives than the public survey.</p>
PIL 0604-Support for Central Alternative-	3/1/2018 14:00	Jim McCarty -- FB Comm
		I personally don't see either west alternative through the "strip" as being worth considering. To me the oly one that made any sense from the beginning is the central route. Glad it isn't my decision to make and defend.
PIL 0605-Comment on Central Alternativ	3/1/2018 14:00	Jeff Mulzer -- Facebook
		Agree. No doubt what would be better for the community. Central.
PIL 0602-Comment card dropped off-.xml	3/2/2018 0:00	Michael Buley
		<p>Mr. Buley slid a comment card under the door at the Henderson office. The card read:</p> <p>Hello,</p> <p>I am writing in regards to I69. 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.</p> <p>Regards,</p> <p>Michael Buley</p>
PIL 0603-Business info-.xml	3/2/2018 8:29	Dennis Nelson
		A lady called from Arc to see if I would be in the office this morning to show her boss the KMZ files of their business. Amber told her that she would be available.
PIL 0606-proximity of central 1 to home-	3/2/2018 15:00	John Prough
		Mr. Prough was curious as to how close the current central alternative 1 alignment was to his home
PIL 0607-Business location in relation to	3/2/2018 15:35	Bruce Woodring
		<p>Mr. Woodring was looking at the building for the auction. He wanted to see our area and how much space we occupy. Once in our space, he started looking at the maps on the wall and had a few questions. Amber was able to pull up his business along the 41 strip and see how the current alignment and right of way looks.</p> <p>Amber gave him a Kentucky relocation booklet and encouraged him to complete the business survey.</p>

PIL 0615-Historical Survey-.xml	3/5/2018 10:45 John C. Scheer	<p>John wanted copies of our Historical/Archeological Surveys. He was not able to pull them off of the INSCOPE site. Amber got him copies.</p>
PIL 0617-Mailed in Open House Survey-.v	3/7/2018 0:00 Julie M Weeks	<p>Name: Julie M Weeks Full Address: 10 Willow Dr. Henderson, KY 42420</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative? West Alternative 1</p>
PIL 0618-Mailed in Open House Survey-.v	3/7/2018 0:00 James M Weeks	<p>Name: James M Weeks Full Address: 10 Willow Dr. Henderson, KY 42420 E-mail: janickweeks@yahoo.com</p> <p>Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 5 Typical number of times per month 20 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p> <p>What concerns, if any, do you have about each preliminary alternative?</p>

		<p>Name: Naomi M Weeks Full Address: 10 Willow Dr. Henderson, KY 42420 E-mail:naomiweeks@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 1 Typical number of times per month 4 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>
PIL 0619-Mailed in Open House Survey-.x	3/7/2018 0:00 Naomi M Weeks	<p>What concerns, if any, do you have about each preliminary alternative?</p> <p>Name: Larry M Weeks Full Address: 10 Willow Dr. Henderson, KY 42420 E-mail:larryweeks@yahoo.com Which one of the following best describes your interest in the I-69 Ohio River Crossing Project? I live in the area. How often do you travel on the US 41 bridges over the Ohio River? Typical number of time per week 0 Typical number of times per month 2 Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? West Alternative 1 West Alternative 2</p> <p>The I-69 Ohio River Crossing (I-69 ORX) Project Team has developed three preliminary alternatives (West 1, West 2 and Central 1) being considered for a new I-69 bridge and roadway. Your input will help the Project Team further refine the alternatives being studied in the Draft Environmental Impact Statement (DEIS).</p> <p>Please rank each of the preliminary alternatives in order of preference from 1 to 3: West Alternative 1 3 West Alternative 2 2 Central Alternative 1 1</p>
PIL 0620-Mailed in Open House Survey-.x	3/7/2018 0:00 Larry M Weeks	<p>What concerns, if any, do you have about each preliminary alternative?</p> <p>Mr. King wanted to see how each alternative would affect his land. He owns parcel numbers 100 and 101. His son owns Parcel 600, which contains a home. Amber was able to pull up the KMZ files to show this information. Mr. King requested pictures of his land. Amber gave him the attached file. He is concerned about Canoe Creek and how the new roadway will affect drainage. Amber brought Gary Valentine into the conversation to address his concerns about drainage and land locked areas.</p>
PIL 0616-Property owner wanted info-.xml	3/7/2018 9:00 Jerry King	
PIL 0629-Seeking more information-.xml	3/9/2018 11:00 Allan Campbell	<p>Picked up 11 x17 banner printouts. Wanted snapshots of West 1 from Watson Lane to South of US 60/41 interchange.</p>

<p>PIL 0628-Tolls and Pedestrian Bike Bridg 3/9/2018 17:00 Lissa Rust (email sent di</p>	<p>Email sent to M. Peterson: I-69 if there is to be a toll..there should be an end date of deferred costs accounted for. There is also a great need to be present and future minded on including a pedestrian/bike access. The idea of having one of the twins bridges dedicated to it if I-69 is not would be in the best interest of all involved especially the two communities. Let's do this right the first time! Response sent: Thanks for your comments Lissa. I will be sure to share them with the Project Team.</p>
<p>PIL 0643-New bridges-.xml 3/9/2018 17:01 Lissa Rust</p>	<p>Ms. Rust wrote: I-69 if there is to be a toll..there should be an end date of deferred costs accounted for. There is also a great need to be present and future minded on including a pedestrian/bike access. The idea of having one of the twins bridges dedicated to it if I-69 is not would be in the best interest of all involved especially the two communities. Let's do this right the first time! Pipkin responded: Thank you for your email. We appreciate you taking the time to write. I've shared your comments with the Project Team and they will be included in the open house summary. If you have any other feedback or any questions, please let me know</p>
<p>PIL 0630-Project Survey mailed to INDOT 3/12/2018 0:00 Danrel A Lichlyter Jr.</p>	<p>Danrel A Lichlyter Jr. 1759 Hicks Dr. Evansville, IN 47714 dlichlyterhs@gmail.com I live in the area Do you or your family own property along any of the preliminary alternatives being considered? Yes If you answered yes, which preliminary alternatives could affect your property? Central Alternative 1 Do you think there are other significant factors the Project Team should consider? Evansville, Newburgh and Henderson are basically the same metro area; if this hiway project is to an economic boost we mush 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. 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? Make it nice. Make it functional for all modes of transportation. Make right the first time with the taxpayer money. Make it model of what bridge should be.</p>
<p>PIL 0636-Gathering project materials-.xrx 3/14/2018 11:00 Mike Hazelwood</p>	<p>Mr. Hazelwood came in this morning to pick up some project documents to share at a luncheon he has put together with local business leaders. He took business surveys, Open House Surveys, Public Surveys, Preliminary Alternative Handouts, Open House presentation and the board of the map from the wall. He will return the board right after his meeting. He also requested that Amber emailed him the business survey, which was completed.</p>

below is an email conversation between Gary Valentine and Senator Ridley.

From: Valentine, Gary (KYTC) Sent: Thursday, March 15, 2018 9:15 AM To: 'Ridley, Dorsey (State Sen.) (LRC)' <Dorsey.Ridley@LRC.KY.GOV> Cc: Miles, Suzanne (State Rep.) (LRC) <Suzanne.Miles@LRC.KY.GOV>; Mills, Robby (State Rep.) (LRC) <Robby.Mills@LRC.KY.GOV>; , bshc <saustin@cityofhendersonky.org>; bschneider@hendersonky.org Subject: RE: I-69 Planning - CA-1route

Senator Ridley,

Thanks for your comments!! Please know that we are taking another look at the interchange from Central Corridor 1 to the existing commercial strip. Relocating back to the west where I69 leaves US41 has some engineering challenges with Canoe Creek and the Railroad but we are taking a harder look at that due to the feedback received. Please find attached comments from current merchants on the US-41 Strip that were sent to Mayor Austin yesterday and copied to the project team. Tough decisions lie ahead as we head into the draft environmental impact statement with a preferred alternative.

Thanks,

Gary

From: Ridley, Dorsey (State Sen.) (LRC) [mailto:Dorsey.Ridley@LRC.KY.GOV] Sent: Thursday, March 15, 2018 8:12 AM To: Valentine, Gary (KYTC) <gvalentine@ky.gov> Cc: Miles, Suzanne (State Rep.) (LRC) <Suzanne.Miles@LRC.KY.GOV>; Mills, Robby (State Rep.) (LRC) <Robby.Mills@LRC.KY.GOV>; , bshc <saustin@cityofhendersonky.org>; bschneider@hendersonky.org Subject: I-69 Planning - CA-1route

Gary,

After a pause in the session action here in Frankfort, 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 North

[PIL 0637-Email from Senator Ridley-.xml](#) 3/15/2018 9:15 Senator Ridley

Mr. Suckewer wrote:

Hello, I was wondering when the survey results - both those from affected business owners and from residents - will be made available. Pipkin responded: Thank you for your message.

The survey window just closed, but we have a few surveys still trickling in via mail. We've been very pleased with the number of responses.

We'll spend the next few weeks analyzing the results and creating reports for all three surveys. I'll likely post all three to the website under Project Documents, and I'm sure we'll promote them via social media, e-newsletter and texts.

We haven't announced them yet, but we're hosting a series of community conversations next month to collect even more feedback from the community.

Thanks again for your message. Feel free to check back with me for a status update.

[PIL 0645-New submission from ORX.com](#) 3/19/2018 9:40 Daniel Suckewer

From: Valentine, Gary (KYTC) Sent: Monday, March 19, 2018 1:21 PM To: 'Lin Shannon' <HLS@fine-hatfield.com> Subject: RE: I 69 and 41 Highway Henderson, Ky

Thank you for your comment. Have a great week!!

From: Lin Shannon [mailto:HLS@fine-hatfield.com] Sent: Monday, March 19, 2018 1:15 PM To: Valentine, Gary (KYTC) <gvalentine@ky.gov> Subject: I 69 and 41 Highway Henderson, Ky

Mr. Valentine,

I live in Henderson, Ky and work in Evansville, Indiana.

I wanted to offer my support for the following statement made by Sen. Ridley:

"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."

Thanks and hope your week is going great.

H. Linwood "Lin" Shannon III Fine & Hatfield 520 N.W. 2nd Street P.O. Box 779 Evansville, IN 47705 (812) 425-3592 (work) (812) 421-4269 (fax) (270) 860-8060 (cell) (270) 826-2923 (home) hls@fine-hatfield.com http://www.fine-hatfield.com/attorneys/h-linwood-lin-shannon-iii

[PIL 0638-Lin Shannon email to GV-.xml](#) 3/19/2018 13:21 Lin Shannon

PIL 0644-I-69 bridge-.xml	3/19/2018 14:08 Dan Engelbrecht	<p>Mr. Engelbrecht wrote:</p> <p>Can you tell me what the current traffic count is for the twin bridges over the Ohio River between Henderson and Evansville? How many cars per day?</p> <p>Pipkin responded:</p> <p>Thank you for your message. The US 41 Twin Bridges carry approximately 40,000 vehicles across the Ohio River each day. Please let me know if you have any other questions.</p>
PIL 0641-Tony Iriti questions for Gary Val	3/21/2018 10:28 Tony Iriti	<p>Email exchange between Tony Iriti and Gary Valentine: see below.</p> <p>From: Valentine, Gary (KYTC) Sent: Wednesday, March 21, 2018 10:28 AM To: 'Tony Iriti' <tony@kyndle.us> Subject: RE: i-69 project</p> <p>Tony,</p> <p>Regarding question 1, due to the number of relocations associated with West 1 and West 2, it will take up to 2 years of additional time to get to construction of these alternatives versus central 1.</p> <p>Regarding question 2, right of way costs were factored into the total costs presented in the supplemental screening report and the public meetings. These continue to be updated as more detailed information is developed. Currently West 1 and West 2 right of way estimates are north of \$100 million with Central 1 in the \$25 million range.</p> <p>Regarding question 3, due to the feedback received since the public meeting, we are taking a harder look at the location of the US41 interchange associated with Central 1. Canoe Creek and the railroad present engineering challenges but we do have a concept that I will be sharing with Judge Schneider in person today and Mayor Austin, Senator Ridley, Representative Miles and Representative Mills via electronically due to their schedules.</p> <p>Thanks,</p> <p>Gary</p> <p>From: Tony Iriti [mailto:tony@kyndle.us] Sent: Wednesday, March 21, 2018 9:38 AM To: Valentine, Gary (KYTC) <gvalentine@ky.gov> Subject: Re: i-69 project</p> <p>Thanks Gary.</p> <p>Get Outlook for iOS</p> <p>On Wed, Mar 21, 2018 at 9:34 AM -0400, "Valentine, Gary (KYTC)" <gvalentine@ky.gov> wrote:</p> <p>Hey Tony, in route to Henderson. I'll answer when I get there.</p> <p>Sent from my iPhone</p> <p>On Mar 21, 2018, at 9:10 AM, Tony Iriti <tony@kyndle.us> wrote:</p>
PIL 0646-Valentine email local elected re	3/21/2018 14:00	<p>From: Valentine, Gary (KYTC) Sent: Wednesday, March 21, 2018 2:00 PM To: Ridley, Dorsey (State Sen.) (LRC) <Dorsey.Ridley@LRC.KY.GOV>; Miles, Suzanne (State Rep.) (LRC) <Suzanne.Miles@LRC.KY.GOV>; Mills, Robby (State Rep.) (LRC) <Robby.Mills@LRC.KY.GOV> Cc: bschneider@hendersonky.org; 'Steve Austin' <saustin@cityofhendersonky.org> Subject: I69 ORX</p> <p>Senator Ridley, Representative Miles and Representative Mills</p> <p>Attached is a potential option for the US41 Business strip connection from Interstate 69 associated with Central Alternative 1. After meeting with Judge Schneider this morning, I believe there's a misunderstanding of what the original proposal does. With that being said, I've been invited to participate in Fridays meeting to discuss the original and new concept and answer any questions that the group may have. Regarding the new concept, the partial interchange provides a more direct connection to and from the south with the US41 commercial business district. To and from the north would need to cross the US41 local access bridge or utilize the I69/US60 interchange. Mayor Austin, I left a printout of this with the ladies in your office this morning. With the meeting moved to the Henderson County Fiscal Court Room Friday, I'll have this available electronically where we can zoom in and out on anything the group wants to discuss.</p> <p>Thanks,</p> <p>Gary</p>
PIL 0642-US 41 Business owner seeking i	3/21/2018 14:19 Larry Lovelace	<p>Mr. Lovelace is the owner of McDonald's on the US 41 strip and on Green Street. He was calling to see how close to his property the Right of Way lines would be. I was able to pull up the KMZ files and email him the screenshots of the preliminary ROW lines. He asked if the location on Green street would be touched with this project. Amber told him that location was out of our project area. Mr. Lovelace asked about the timeline of our project and construction. Amber told him that we will have a preferred alternative this fall and a ROD by the Fall of 2019.</p> <p>Mr. Lovelace asked to be added to the e-newsletter listing. Amber has done so.</p>

<p>PIL 0647-Correspondence between Ken 3/25/2018 13:07 Joe Kiefer</p>	<p>Mr. Kiefer, I appreciated the opportunity to discuss the I-69 project with you on Friday. We would also appreciate if you could send us your thoughts about the proposed alternatives. Your insight and experience with commercial property in the area could prove helpful as our team moves forward. As discussed, I've also provided your contact information to our socioeconomic professionals and they may contact you as well. Again, thanks for sharing and please stay engaged. If you have any specific questions, feel free to contact me at the below numbers. Ken Sperry, PE HMB Professional Engineers, Frankfort, KY Cell: 502-229-9019 From: Joe Kiefer <jkiefer@hahnkiefer.com> Sent: Monday, March 26, 2018 9:35 AM To: Ken Sperry <ksperry@hmbpe.com> Subject: RE: Kyndle Meeting Hi Ken, I support the Central Corridor 1 plan for the I-69 Bridge and route through Henderson County. 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 most recent example can be seen in Jeffersonville, IN: https://www.usnews.com/news/best-states/indiana/articles/2017-08-19/new-ohio-river-bridge-sparks-development-in-jeffersonville. I have personally spoken to some large retailers who would enjoy having a location in the Henderson market, but cannot find the ground to develop. The US Hwy 41 corridor is already filled-out and there are not any large tracts available for development. There have been recent developments with a new 3-4 unit strip centers, such as Starbucks, a Donut Bank, and others. However, these are smaller sites and not larger developments. At this point, from a retailer</p>
<p>PIL 0648-Wanted to see if Father's estate 3/28/2018 13:45 Sherri Williams</p>	<p>Mrs. Williams came in on behalf of herself and her siblings. She was interested to find out if her father's estate would be affected with Central Alt 1. She had researched it online, but could not determine if it would be or not. Amber pulled up the KMZ files on Gary Valentine's computer (hers was not working) and it showed her father's property to be outside of the project area.</p>
<p>PIL 0649-Cornbleet business-.xml 3/28/2018 14:25 Robert Cornbleet</p>	<p>Mr. Cornbleet thanked Gary Valentine for presenting to Kyndle the Friday previous. Gary assured Mr. Cornbleet that no decision had been made at this time. Gary said a decision on the preferred alternative is expected this fall.</p>
<p>PIL 0650-Central Alternative comment-x 4/2/2018 10:30 Doug Briggs -- Facebook</p>	<p>There is no alternative other than Central 1 which me or my family could support. Heavy traffic must be diverted east of the strip on a new bridge leaving local traffic to travel the strip on the old bridge. The other two alternatives just increase congestion along the strip. Local businesses will do better from elimination of the thru traffic causing traffic jams during prime business hours.</p>
<p>PIL 0651-Roger Brown seeking general in 4/4/2018 11:00 Roger Brown</p>	<p>Mr. Brown was interested in looking at the updated corridor information. A. J. supplied the information and invited him back if he had any questions.</p>

Bill, a representative from Bridgelink and Kiwanis, was calling to receive information about Mindy P., who was taking the place of Gary V., at an upcoming Kiwanis meeting in Madisonville. The talk was to give an update on the I-69 project. I emailed Mindy and she responded that she had contacted Bill Earlier and included her resume (as he requested) so he could write an adequate introduction. Here was our email conversation:1

MP

Mindy Peterson <mindy@c2strategic.com>

Today, 3:19 PM

[PIL 0652-Inquiry about Mandy Peterson'](#) 4/4/2018 15:00 Bill Corum

Pipkin wrote:

Dear Vicki,That time is correct - we'll be there for four hours. There is a brief presentation, so we'll likely do that twice. But you are welcome to pop in any time that's convenient for you.

Mrs. Julius wrote:

Is the time of the meeting at the senior center in Henderson correct, from 10 to 2? That one is much longer than the rest. Please let me know the correct tiem if this info is incorrect.

[PIL 0696-Date of April 17 Community Co](#) 4/4/2018 16:20 Vicki Julius

Mr. Kiefer is a real estate agent whose clients own property along the potential corridor of central alternative 1. AJ provided a screenshot of that potential route along client's property. He also inquired about being involved and potentially bidding on an opportunity to work with acquisitions and right of way. AJ is passing the information to Gary Valentine. Mr. Kiefer mentioned that he was forwarded the information to his client and client's attorney. On a follow-up email AJ added that the information was preliminary and subject to change. Mr. Kiefer was in favor of Central Alternative 1.

[PIL 0653-Central Alt 1-.xml](#) 4/6/2018 8:45 Joe Kiefer

Mr. Gibson's home (located at 2044 Brookstone Dr.) is approximately 650 feet from the Central Alt 1 corridor. Mr. Gibson wanted to inquire about the route and had additional questions. Specifically pertaining to the availability or option of having sound barrier walls added due to the interstate's close proximity to a subdivision (Balmoral). He would like to talk to someone about this. AJ is attaching Gary Valentine's name for follow up. Mr. Gibson also inquired about the nearby railroad track. He is planning to attend the April 11 Community Conversation. Mr. Gibson also wondered why tolling is being considered when the bridge in Owensboro was not tolled.

Marshall Carrier elected to respond. Here is a copy of the email sent from Mr. Carrier to Mr. Gibson:

Tue 4/10, 8:00 AM Mr. Gibson, Noise studies are being conducted on each of the alternatives to determine locations where sound barriers are warranted per federal requirements. These evaluations will be disclosed at the public hearing this fall with the publication of the draft environmental impact statement.

Should Central Alternative 1 become the preferred alternative and a sound barrier is warranted at the location your interested in, we are then required to work with the community impacted by the noise to see if those impacted want a sound barrier. If they do, we are required to build one. Regarding tolling, a local group made up of community leaders came to the Governors of Kentucky and Indiana in 2016 in support of tolls to get the project going. The States can't afford the project given all the needs across each state without tolls being a part of the funding solution. Thanks for your interest in the I69 ORX Project. Marshall Carrier, PE Kentucky Transportation Cabinet This exchange closed the file.

[PIL 0654-Central Alt 1 close proximity to](#) 4/6/2018 9:30 Larry Gibson

There is no alternative other than Central 1 which me or my family could support. Heavy traffic must be diverted east of the strip on a new bridge leaving local traffic to travel the strip on the old bridge. The other two alternatives just increase congestion along the strip. Local businesses will do better from elimination of the thru traffic causing traffic jams during prime business hours.

[PIL 0671-Central 1-.xml](#) 4/8/2018 12:00 Doug Briggs -- Facebook

Pipkin wrote:

Yes, we created a slide deck and handout, and I'm getting ready to post them to the website. In addition to these, we also had English and Spanish versions of the handout we used at the February open houses and a copy of the public survey.

Mr. Suckewer wrote:

Hi Erin,

Good morning. I'm writing to ask if there's been any material such as a flyer or fact sheet that's been created to accompany the Community Conversations that began last week. I noticed that following the first such meeting last week, it was in a news report that the topic of tolling and some basic parameters around what the toll amounts would like was first mentioned.

[PIL 0697-Community Conversations-.xml](#) 4/10/2018 9:54 Daniel Suckewer

		<p>Mrs. Williams was interested in potential impacts to Zion road, specifically an area near a rental property she owns. A. J. talked with her on the phone on April 12th. A. J. invited her to the upcoming community conversation located at The Gathering Place on April 18th. Additionally, he invited her to come by the office to view the plans and answer additional questions. The following email was sent to Mrs. Williams:</p> <p>Mrs. Williams,</p> <p>It was a pleasure to speak with you this morning about I-69's potential impacts to Zion Road. I hope I was able to help. If you have any more questions please feel free to visit us at our office on Barret Court. We are in Henderson every Wednesday and Friday.</p> <p>Additionally, I want to remind you of our upcoming community conversation. We would love to meet you and talk about the project. The next conversation takes place April 18th, 2018; 10 a.m. to 2 p.m. at The Gathering Place Senior Center.</p> <p>Attached is a quick look at your property in relation to the preliminary I-69 plan. I can show you these in greater detail if you came into the office.</p> <p>Sincerely,</p> <p>-AJ-</p> <p>This PIL will remain open but no current follow-up is needed. (4/12/18)</p>
PIL 0655-I-69 Impacts on Zion Road in He	4/10/2018 19:28	Faye Williams
		<p>Best Alternative would be to build I69ORX next to US41 and keep both available. Develop a way that I69ORX is essentially built above US41 with exits. It would be turning Henderson into a rest stop option for ppl on the US41. You would divert traffic in Evansville or Henderson with those blue signs to say Exit has McDonalds, Arby's, Burger King, Taco Bell, etc. Stop has Gas, Lodging etc. I think this is the best option. If that isn't in any plans it should be.</p>
PIL 0673-Redundancy-.xml	4/11/2018 20:00	Andrea Paris -- Facebool
		<p>Busines has W2 impact. Left a message on voicemail 4/12</p>
PIL 0657-Business Survey follow-up infor	4/13/2018 0:00	Audubon Chrysler
		<p>No impact from corridors. "Suggest project team call news crew directly.</p>
PIL 0659-Business Survey follow-up infor	4/13/2018 0:00	Jay Hiatt - 14 News
		<p>Has impact with w2. Left a voicemail message 4/12</p>
PIL 0660-Business Survey follow-up infor	4/13/2018 0:00	Mike Patel - Sugar Creek
		<p>Has a w2 impact. left a voice message 4/12</p>
PIL 0661-Business Survey follow-up infor	4/13/2018 0:00	Shannon Coughlin - Mr.
		<p>No corridor impact. Favors one of the west alternatives.</p>
PIL 0662-Business Survey follow-up infor	4/13/2018 0:00	Kush Patel - Sleep Inn
		<p>Left a voicemail.</p>
PIL 0663-Business Survey follow-up infor	4/13/2018 0:00	Kevin koch - George Koc
		<p>Curious about impacts, Chris explained the DEIS process.</p>
PIL 0664-Business Survey follow-up infor	4/13/2018 0:00	Jeff Stemaly - Stemaly
		<p>Left a message.</p>
PIL 0665-Business Survey follow-up infor	4/13/2018 0:00	Rev. Sharon Spicer - Chri
		<p>Left a message</p>
PIL 0666-Business Survey follow-up infor	4/13/2018 0:00	Rick Clements - Square Y
		<p>Left a message</p>
PIL 0667-Business Survey follow-up infor	4/13/2018 0:00	John Austin - Modern W
		<p>left a message.</p>
PIL 0668-Business Survey follow-up infor	4/13/2018 0:00	Dustin Ewing - Kentucky
		<p>Has w2 impact. Left a message.</p>
PIL 0669-Business Survey follow-up infor	4/13/2018 0:00	Ron Faupel - Henderson

PIL 0670-Business Survey follow-up infor	4/13/2018 0:00 Ryan Rogers - Hertz	Left a message.
		Mr. Nolen called to inquire about how the proposed central alternative one route affects his plans to build a house in the Braxton Park neighborhood on Cullpepper Street. A. J. informed Mr. Nolen the preliminary and subject to change plans bring the interstate within 1,000 feet of the neighborhood. Mr. Nolen said he might stop by to view the google earth image. Will update when Mr. Nolen visits the office. Mr. Nolen visited the Henderson office this afternoon to look at some of the images from Google Earth. He examined three different properties to see their potential impact to his future house.
PIL 0656-Central Coordior impacts to fut	4/13/2018 14:00 Benny Nolen	
		What does this portion of your statement mean, "...tolling for a new I-69 Ohio River Crossing," and why was it dropped from future posts on this page, which regarded the same type of meetings? (Response provided and detailed below)
PIL 0672-Tolling and Community Convers	4/14/2018 11:00 Rodney Vaughn (Facebo	
		No impact via current corridor proposals. Chris provided status update on call 4/13.
PIL 0675-Business Survey Follow ups by C	4/16/2018 0:00 Rick and Mike Wolf - Ele	
		Very concerned about impacts to business by being bypassed. Part of the Jeff Troxel group of business owners. In favor of one of the west alternatives and keeping one of the old bridges. Mr. Willett's business, Hometown Liquors, has a w2 impact.
PIL 0676-Business Survey Follow ups by C	4/16/2018 0:00 Scott Willett - Hometow	
		No impact. Left a message.
PIL 0677-Business Survey Follow ups by C	4/16/2018 0:00 Barbara Jones - Field and	
		Ms. Meader spoke with him and he has no further comments
PIL 0678-Business Survey Follow ups by C	4/16/2018 0:00 Romy Kaur	
		Is impacted by West 2 Alt corridor. From Email: my concerns are how will this affect my store front. I would like someone to come out here and speak with me. they will better understand my concerns if they see my lot. Tracey A Bruce General Manager 2749 US HWy 41 N Henderson, KY 42420
PIL 0679-Business Survey Follow ups by C	4/16/2018 0:00 Tracey Bruce - Car-Mart	
		Voice mail - did not leave message
PIL 0680-Business Survey Follow ups by C	4/16/2018 0:00 Tommy Dempewolf and	
		Has W2 corridor impact Spoke with him and he has no further comments
PIL 0681-Business Survey Follow ups by C	4/16/2018 0:00 Larry and Nick - Songbird	
		Prefers Alternative C1.
PIL 0682-Business Survey Follow ups by C	4/16/2018 0:00 Bruce Woodring - Bruce	
		Left a message
PIL 0683-Business Survey Follow ups by C	4/16/2018 0:00 Paul Bird - Henderson In	
		Left a message
PIL 0684-Business Survey Follow ups by C	4/16/2018 0:00 Nick Patel - Holiday Inn I	
		Left a message
PIL 0685-Business Survey Follow ups by C	4/16/2018 0:00 Paresh Patel - Comfort I	
		Left a Message
PIL 0686-Business Survey Follow ups by C	4/16/2018 0:00 Thomas Dempewolf - De	

<p>PIL 0674-Business Survey and Response- 4/16/2018 7:52 John Austin - Modern W Friday) or by appointment</p>	<p>Original message from Christine Meador:</p> <p>From: Christine Meador [mailto:CMeador@HNTB.com] Sent: Thursday, April 12, 2018 6:08 PM To: Christine Meador Cc: info@I69OhioRiverCrossing.com Subject: I-69 Ohio River Crossing</p> <p>You recently completed a business information survey for the I-69 Ohio River Crossing Project. Thank you for completing the survey. We appreciate your input. As part of the survey, you had indicated that you would like someone from the project team to coordinate further with you regarding the proposed project. For general project information please see the project website at https://i69ohiorivercrossing.com/[i69ohiorivercrossing.com]. You can also sign up for text or email notification on the project website to stay informed about future meetings.</p> <p>With regards to discussing the project with a member of the project team I would appreciate more information with regards to your specific concerns so that I can appropriately make sure questions are answered. Please feel free to send me your concerns via email or contact the project office at 888-515-9756. The project office hours are as follows.</p> <p>INDIANA OFFICE: 320 Eagle Crest Drive, Suite C Evansville, IN 47715 888-515-9756 info@I69OhioRiverCrossing.com Office Hours: 8 a.m. to 5 p.m. (Monday, Tuesday, Thursday) or by appointment</p> <p>KENTUCKY OFFICE: 1970 Barrett Court, Suite 100 Henderson, KY 42420 888-515-9756 info@I69OhioRiverCrossing.com Office Hours: 8 a.m. to 5 p.m. (Wednesday, Thursday, Friday) or by appointment</p>
<p>PIL 0710-Board of Commissioners Letter- 4/17/2018 0:00 Bruce Ungethiem, Chery</p>	<p>This attached letter was addressed to Ms. Lemon of INDOT from the Board of Commissioners of the county of Vanderburgh.</p>
<p>PIL 0687-Questions about Community Cc 4/17/2018 9:58 Mark Ingalsbe</p>	<p>Mr. Ingalsbe requested information regarding the community conversations. He inquired about the layout. Specifically, because he was afraid he would be unable to attend the Wednesday, April 18th meeting at The Gathering Place in Henderson. He is a Henderson resident. He is planning to attend the Red Bank Library Branch meeting on April 17th. Although he indicated he might try to attend both. A. J. spoke with Mr. Ingalsbe on the phone to let him know the conversations were more informal with a goal of hearing questions and comments from those attending. A. J. also told him that there would be a short presentation updating everyone on the projects.</p>
<p>PIL 0700-Community Conversations-.xml 4/17/2018 11:22 Leslie Price</p>	<p>Pipkin wrote: Hi Leslie, We'll be around a lot in the next few weeks! We'll be at Tri-Fest in Henderson this Friday, Saturday and Sunday We join Mayor Winnecke at his traveling town hall on April 25 We have our two final Community Conversations, April 30, at McCollough Library in Evansville, 5:30-7:30 p.m. and May 1, at the Housing Authority of Henderson, 5:30-7:30 p.m. If these don't work, you're always welcome to call or visit our project offices in Evansville and Henderson. Please let me know if you have any questions. Thanks, Erin Pipkin Ms. Price wrote: On April 17, 2018 at 11:21 AM Leslie Price <leslie.a.price@gmail.com> wrote: Hi there! I saw in the paper today that there are two meetings scheduled this week about the bridge crossing, but I was wondering if there are any scheduled in the coming weeks? I unfortunately can't make either meeting t...</p>

Mr. Croke, who has had correspondence via email in the past, inquired about trailer park located at 365 Race Track Road and 355 Racetrack road. Specifically the Jewel Mobile Home Park and the Sunset Mobile Home Park. He was curious about the impacts it would have on both parks. He is also interested in the timeline and acquisition practices.

A. J. recognized Mr. Croke through prior email correspondence and essentially read information similar to what others have stated included Mr. Dan Prevost. Mr. Croke (pronunciation rhymes with coke) asked if a project team member would call him.

Original Email Chain:

Prevost, Daniel <Daniel.Prevost@parsons.com>

|

Today, 8:25 AM

[PIL 0688-I-69 Corridor information and p](#) 4/19/2018 11:00 Dan Croke

Rachel Taylor asked about impacts to her property under W1 and W2 alternatives. Steve Nicaise provided her a copy of the KY Relocation and Acquisition booklets and showed her the KMZ files with Google Earth to see the details of how her property could be affected.

[PIL 0689-W1 and W2 Impacts to persona](#) 4/20/2018 10:00 Rachel Taylor

Let's keep at least one of the current bridges open and free for local traffic. And then tolling should be considered (just like the new Louisville bridges) to make sure the project happens in our lifetime.

Btw, thanks to

@INDOT

& @KYTC
for making the @I69ORX
a priority!

[PIL 0694-Tolling-.xml](#) 4/25/2018 10:00 Steve Schaefer (Evansvil

Mr. Sights phoned to ask whether West 1 or West 2 had impacts to his property. A. J. pulled up google earth. The two corridors in question came close to Mr. Sights property but the property would not be impacted by right of way acquisition. Here is the email A. J. provided Mr. Sights. Attached is a document with pictures of his property and the two routes.

"
Mr. Sights,

In regards to your call earlier today I am attaching two screenshots from google earth showing the preliminary and subject to change routes of the I-69 West 1 and West 2 alternatives.

Thanks for your inquiry. It was good to speak with you.

-AJ-"

[PIL 0690-Question regarding W1 and W2](#) 4/25/2018 13:37 Russell Sights

Mr. Pavlenko wants to get involved in the project, whether it be promotion, high-level analytics, etc. After talking with him on the phone, this was the email that was sent to him from A. J. Casey:

Mr. Pavlenko, Thank you for your interest in the project. I invite you to look us up online. Our website is: <https://i69ohiorivercrossing.com> Our upcoming community conversation (information is available online at our website and our social media accounts) Monday April 30th, 2018 McCollough Library Branch 5:30-7:30pm at 5115 Washington Ave. Evansville, IN Tuesday May 1st, 2018 Housing Authority of Henderson 5:30-7:30pm at 111 S. Adams St. Henderson, KY Again, thank you for your inquiry. I look forward to meeting you. -AJ Casey-Home | I-69 Ohio River Crossing | i69ohiorivercrossing.com TEXT SIGNUP. Sign up for I-69 Ohio River Crossing text updates to receive breaking news, general information and more regarding the progress of this project. Currently, this PIL is left open, because Mr. Pavlenko would like someone to speak with him.

Dan and AJ spoke on the phone 4/25/18 at 3:30. Both decided to wait and meet Mr. Pavlenko at the upcoming community conversations.

[PIL 0691-Mr. Myk Pavlenko would like to](#) 4/25/2018 14:30 Myk Pavlenko

At the Mayor's townhall meeting in Evansville at Caze Elementary on 4/25/18, EMA Director Cliff Weaver and Mike Connelly Fire Chief spoke with Steve and A. J. about the need for a boat ramp. Currently, in the event of a "jumper" off the bridge (which happens about three times a year), a car derailment, or semi-derailment EMS crews must launch their boat from a public dock at Angel Mounds or near the Evansville Riverfront. This causes at least a fifteen-minute delay and possibly half hour delay. If a boat dock was built into the design S&R teams would have a great chance of saving lives. Attached is both Cliff Weaver and Mike Connelly's business cards.

[PIL 0692-Request to add boat Ramp-.xml](#) 4/25/2018 18:00 Cliff A. Weaver, EMA Dir

Mr. Mike Kappenman stopped by our table at the Mayor Townhall at Catz Elementary School to inquire about how close the central alt 1 route was to his residence. He was under the impression that several houses including a church at Vann Ave and Ficus was to be acquired. This was the email sent to Mr. Kappenman by A. J. Casey:
Hello Mr. Mike and Mrs. Terry Kappenman, It was nice to speak with you at the townhall. I hope this screenshot helps. This will give you an idea as to how close your residence is to Central Alt 1 Corridor. Thanks for your inquiry! If you have further questions don't hesitate to stop by at our office or give us a call. Find out more information on our website: <https://i69ohiorivercrossing.com/Home> | I-69 Ohio River Crossing | i69ohiorivercrossing.com TEXT SIGNUP. Sign up for I-69 Ohio River Crossing text updates to receive breaking news, general information and more regarding the progress of this project. Thank you! -AJ-No followup is needed at this time.

[PIL 0693-Mayor Town hall inquiry about](#) 4/25/2018 18:30 Mike and Terry Kappenr

Pipkin wrote:
Dear Daniel,
Thank you for submitting your feedback about the proposed alternatives for I-69 ORX. Your comments will be shared with the Project Team and added the public comment log in the DEIS.
Mr. Ginn wrote:
Having made the trip from Evansville to Texas 2 to 4 times a year for the last 20 years. I personally feel that the Central Alternate 1 is the best choice for now and in the future. Based on my age I will probably not be making the trip for many more years so will probably not use new bridge. But based on over 50 years of driving the interstate system in over 20 state I feel that alternate will be best for the future of the System. Thanks

[PIL 0698-Feedback on Central Alt 1-.xml](#) 4/30/2018 19:34 Daniel Ginn

PIL 0695-Tolling and Central 1-.xml	5/1/2018 0:00 Doug Briggs -- FB Comm	<p>I want to voice my opinion against any tolls on either the new I69 bridge or the US 41 bridge. Tolls will be counter productive to the entire purpose of I69. If both bridges have tolls it will hurt businesses on both sides of the bridges. Both states will enjoy the benefits of the faster travel path and additional bridge. Both states should work to get more federal money and push to have the state budgets join in building the new bridge. I would also recommend a bump in gas tax for both states who have enjoyed lower gas prices in the region for a long time. I will also only support the Central 1 route for I69. The other two routes will only tear up the strip and cause much headache for many years. That will have a huge financial and economic impact on Henderson.</p>
PIL 0707-Mrs. Rich Property-.xml	5/1/2018 0:00 Mrs. Rich	<p>In the currently proposed corridor of West 1 Mrs. Rich's property lies in the acquisition line. Mrs. Rich has owned this property for generations and is upset about the potential acquisition. A. J. informed her of the project timeline, overall acquisition process, gave books about the subject, and informed her about the overall route location. A. J. also mentioned that in terms of the timeline she needs to be cognizant of the October release of the DEIS. Still, because of her situation, a follow-up is requested from individuals more knowledgeable of the project than A. J. Robert Rich, her son, may join her at the upcoming meeting with Steve Nicaise.</p> <p>5-31-18 Amber Schaudt called Mrs. Rich to set up an appointment as requested. Amber talked with Mrs. Rich about the timeline what more information we will have after the DEIS is published. She requested asked to have a meeting after the DEIS is published if West1 or 2 is selected. She also noted that her neighbors would also be interested in a meeting about the project if their homes or neighborhood will be affected. She asked Amber to call her and let her know the preferred alternative once it is published. 12-18-18 Amber Schaudt called and left a message for Mrs. Rich to tell her the preferred alternatives of Central Alternative 1A & 1B.</p>
PIL 0711-Trifest comment card-.xml	5/1/2018 0:00 David Mushrush	As a resident who lives in the county near to the Central Alternative 1, I would prefer the traffic stay near the strip on Hwy 41. We are not excited to see the traffic noise near our community. Thank you. David Mushrush
PIL 0712-Trifest 2018 comment card-.xml	5/1/2018 0:00 Jim Wofford	Central
PIL 0713-Trifest 2018 comment card-.xml	5/1/2018 0:00 Jerry Gentry	Extend KY 1539 to Wathen Lane during construction to provide better access from North end to HCHS.
PIL 0714-Trifest 2018 Comment Card-.xml	5/1/2018 0:00 F. Book	Central Alternative. The further out the more room for Henderson to grow.
PIL 0716-Sun Pass for tolls-.xml	5/1/2018 0:00 Tom Keen	<p>Please consider Sun Pass for your tolls. More people using this I-69 Bridge will be going to coming from Florida than the Northeast. Allowing both would also work. P.S. Has anyone considered sign or directions connecting the two ends of I69. I'm sure many drivers would like to know I69 begins again in 10 miles.</p>
PIL 0717-Tolls on fixed income-.xml	5/1/2018 0:00 Vicki Julius	Don't like the toll for those of us on fixed incomes. I like the West alternative 1 the best. the US 41 bridge should be free to local traffic. Will the toll be abolished once the bridge is paid for. The toll is really punishing those that work in another state than they live in.
PIL 0718-Free bridge for local traffic-.xml	5/1/2018 0:00 Carla Haynes	Please keep one existing bridge open to local traffic. Thank you. Carla
PIL 0719-No West 2-.xml	5/1/2018 0:00 Rebecca Brown	<p>No to West Alternative 2 Central Alternative 1 is less \$\$ and number of people displaced. Keeping one of 41 bridges is a plus but traffic tie-ups accidents will be horrible. You'll have 2 lanes instead of 4 lanes.</p>
PIL 0720-Central Alt 1 support-.xml	5/1/2018 0:00 John Hodge	<p>Central Alternative 1 certainly has my vote as the obvious choice. It will spur economic development and jobs It will potentially alleviate some flooding issues that plague Henderson.</p>
PIL 0721-Fix Existing Infrastructure-.xml	5/1/2018 0:00 Randall Jenkins	No build. No toll. Fix Existing Infrastructure. With all the pension crisis you can't afford any more bills.

PIL 0722-McCollough Library Community	5/1/2018 0:00 Barbara Dye	I have a major concern regarding wildlife corridors being integrated. I prefer the Central plan based on faster construction with less local impact during construction and being a more direct line of travel. Wildlife corridors need to be integrated in and can be combined with water flow corridors. perhaps a farm implement corridor/ underpass could be included since this will be an elevated wad over the existing terrain. this is an expansive, sensitive wildlife area and needs to be protected. This could benefit Henderson in promoting themselves as a wildlife destination.
PIL 0723-McCollough Library Community	5/1/2018 0:00 Bruce Julian	If we have to pay tolls just don't even bother.
PIL 0724-McCollough Library Community	5/1/2018 0:00 Mike Schopmeyer	No comment was written.
PIL 0725-McCollough Library Community	5/1/2018 0:00 Bred Pendley	Build a new bridge 6 lanes! Keep both existing bridges Use Central Corridor route, avoid Henderson strip Toll New Bridges(& existing bridges if necessary) Get off your butts & design a bridge across the Ohio on the West side of Evansville.
PIL 0726-Letter supporting CC1-.xml	5/1/2018 0:00 Dennis Wicker	The Central Corridor 1 is the only wise choice. First of all, local people are not involved in 69, so should not be required to enter 69, just to cross the river and get back off. People work, shop and visit both states, sometimes more than once a day, and should have a separate way of travel. Central Corridor 1 will be the cheapest by only having to cross the river and highway 60. It will also be the quickest to finish because of the open land, and can it-in with 69 at the Van Wyke road area. Aldo by having an exit at 351 would create new growth to the eastside area. Also, in case of emergency, we need more than one way to cross the river. Owensboro or Shawneetown is the closest route. The Twin Bridges are now in good shape, except for paint, since the repairs are finished. Why do away with them??? Dennis Wicker 2477 North Park Dr. Henderson, KY 42420
PIL 0728-Red Bank Library Comment Car	5/1/2018 0:00 Ronald Moore	Would like to keep it toll free
PIL 0729-Red Bank Library Comment Car	5/1/2018 0:00 Ira Boots	Central Alternative 1 is my choice. Henderson needs the front door coming on Highway 60.
PIL 0730-Red Bank Library Comment Car	5/1/2018 0:00 Terry Boots	I strongly support the Central Alternativ1. The Central Alternative is so important to the future growth of Henderson.
PIL 0731-Red Bank Library Comment Car	5/1/2018 0:00 Jill Marshall	Can people input their address to see how their home will be affected? Recommend some toll \$ be allocated for schools and environmental sustainability. Even if only interest, it could support teacher salary & improve environmental support, while using basic toll fees for maintenance. 5-18-17 8:53 AM Amber Schaudt left a voicemail responding to her question regarding researching an address. Amber suggested Ms. Marshall contact the office if she would like to come in to look at a specific home address. Amber looked up her home address listed on the comment card and noted that it is not currently in an area of any of our alternatives.
PIL 0732-Red Bank Library Comment Car	5/1/2018 0:00 Brandon Boots	I am strongly in favor of Central Alternative 1. I feel this is the best option for both the City of Evansville and the City of Henderson.
PIL 0733-Henderson Public Library Comn	5/1/2018 0:00 Byron Early	Tell Trump to build the bridge and screw his damn wall. I prefer Central Alt 1.
PIL 0734-Henderson Public Library Comn	5/1/2018 0:00 Rose Schreiner	I ride to Evansville 2nd Sunday of every month with my dad and we have to pay at least \$2 \$4 a week. that is really negatively impact on us. What do I need to do with the transponder. Do you think negatively impacted in my area. I live on Center St. then I go out to green st. to cross the 41 N bridge.

PIL 0735-Henderson Public Library Comn	5/1/2018 0:00	Rebecca Conrad-Wilson	I feel that this project would positively benefit our community. My only concern is for my home to remain in the are of this new highway.
PIL 0736-Henderson Public Library Comn	5/1/2018 0:00	Curt Hamilton	While I originally focused on Central Alternative 1, I now think West Alternative 1 makes the most sense for Henderson's future. Infrastructurally and tas basis will be best protected.
PIL 0737-C. K. Newsome Comment Card-	5/1/2018 0:00	Kenny Page	The original I-69 project took farmland and I would not like to see additional farmland taken.
PIL 0739-Gibson County Commissioners I	5/1/2018 0:00		A copy of the Gibson County Commissioners Resolution in support of I-69 Central Corridor 1 was given to a team member at the McCollough Library. Attached is a copy of the resolution.
PIL 0746-Feedback on Central Alternativ	5/1/2018 0:00	Daniel Ginn	<p>Mr. Ginn wrote:</p> <p>Having made the trip from Evansville to Texas 2 to 4 times a year for the last 20 years. I personally feel that the Central Alternate 1 is the best choice for now and in the future. Based on my age I will probably not be making the trip for many more years so will probably not use new bridge. But based on over 50 years of driving the interstate system in over 20 state I feel that alternate will be best for the future of the System.</p> <p>Pipkin responded:</p> <p>Thank you for submitting your feedback about the proposed alternatives for I-69 ORX. Your comments will be shared with the Project Team and added to the public comment log in the DEIS.</p>
PIL 0747-Tolling-.xml	5/1/2018 0:39	Douglas Briggs	<p>Mr. Briggs wrote:</p> <p>I want to voice my opinion against any tolls on either the new I69 bridge or the US 41 bridge. Tolls will be counter productive to the entire purpose of I69. If both bridges have tolls it will hurt businesses on both sides of the bridges. Both states along with joining states will enjoy the benefits of the faster travel path and additional bridge. Both states should work to get more federal money and push to have the state budgets join in building the new bridge. I would also recommend a bump in gas tax for both states who have enjoyed lower gas prices in the region for a long time. I will also only support the Central 1 route for I69. The other two routes will only tear up the strip and cause much headache for many years. That will have a huge financial and economic impact on Henderson.</p> <p>Pipkin responded:</p> <p>Thank you for submitting your feedback about tolling the proposed alternatives for I-69 ORX. Your comments will be shraed with the Project Teaem and added to the public comment log in the DEIS.</p>
PIL 0701-KYNDLE Letter to ORX Team-.xr	5/1/2018 19:00	Tony Iriti, CEO of KYNDL	<p>At our last Community Conversation (Housing Authority of Henderson on 5/1/18), Mr. Tony Iriti, CEO of KYNDLE, presented the public and the ORX team with a letter introducing new criteria for the project team to consider as the project team arrives at a preferred alternative. The five points are as follows:</p> <ol style="list-style-type: none"> 1. If the Central Alternative 1 route is chose, that the southernmost interchange be redesigned to accommodate easier flow of Northbound vehicles to US 41 to reach restaurants and hotels located on the strip. 2. That the potential loss of business and tax revenue due to declining business be taken into consideration when determining economic impact, for any route option. 3. That clear and proper signage be placed for the future i69 interstate directing traffic to business along the US 41 strip. 4. That proper consideration be given to the redevelopment of the US 41 strip. 5. That both "Twin Bridges remain open and toll free. <p>Attached is letter.</p>

PIL 0748-Traffic on I-69-.xml	5/1/2018 19:10 David Griffith	<p>Mr. Griffith wrote: The U. S. 41 twin bridges are used not only to reach Henderson, Ky. but Nashville, Tn. If one of them is placed out of service, it could impact the drive to Nashville. Is it possible to toll both U. S. 41 bridges to maintain them? Kentucky and Indiana tolled the J. F. Kennedy Bridge, I-65, at Louisville. The Tri-State area needs both the U. S. 41 bridges to connect to Nashville and the I-69 bridge, as Central Corridor 1, to Memphis. Has it been determined how much out of state traffic will be utilizing those bridges? Local traffic is not the only matter to consider.</p> <p>Pipkin responded: The Project Team analyzed many traffic scenarios using the Evansville MPO's traffic demand model. In 2005, the AADT (average annual daily traffic) count on the bridges were 41,000 vehicles per day (10% were trucks). Approximately 80% of that traffic is local.</p> <p>In 2045, AADT is expected to grow to 50,000-55,000, with 20% being trucks. Through traffic will grow, but it will still only be about 1/3 of the total vehicles. Based on those traffic forecasts, the optimum capacity for lanes crossing the Ohio River is six. The alternatives currently all reflect this. From a traffic standpoint, keeping both US 41 bridges in service - tolled or not - would provide excess capacity, causing the states to incur operations and maintenance expenses that are not necessary.</p> <p>The Project Team is considering all public feedback as the DEIS is developed, and that includes the future of the US 41 bridges.</p> <p>Please let me know if you have any other questions.</p>
PIL 0709-Letter received by attendant of	5/2/2018 0:00 Conni Morton	<p>Attached is letter written by Connie Morton that was mailed to the project office.</p> <p>Mr. Kellen had a few questions regarding his property and area:</p> <ol style="list-style-type: none"> 1- Will US 41 S. be widened south of current project overlays? - Steve Nicaise informed A. J. that subject to the DEIS review the overlays do not have plans to widen south of the current projected area. 2- What are the central Alt 1 changes to Kimsey Lane and Bridge. Will the Road dead-end? Mr. Kellen has fears "dead-ending" this road will have ill effects on his business 3- Will his property be devalued? <p>Email 5/14/18 after attempted call and voicemail: Mr. Kellen, Forgive my delay on some of these answers. When you came to the office we spoke about potential impacts to your property. I do not have answers to some questions and a member of the project team will meet with you. However, in terms of your property being located south of the overlays I showed you on Google Earth and whether construction will occur south of those lines the preliminary and subject to change information is that it will not. You will need to pay attention to the DEIS that comes out this fall that includes the Project Team's recommendation for their preferred route. However, current overlays we looked at suggesting that no construction will happen south of the marked location is accurate. In terms of your specific inquiry, the south 41 (what will be I-69) will remain a four-lane road. A member of our project team said: Regarding Kimsey Lane – it is our intent to maintain the Kimsey Lane overpass. Regarding property values – There are too many variables to determine whether someone's individual property value will go up or down as a result of the project. If you would like more information please stop by the project office or give us a call. Amber Schaudt will be taking over because she is back from maternity leave. She will be able to assist you further. -AJ-</p>
PIL 0706-Property Impacts-.xml	5/2/2018 14:00 Rick Kellen	
PIL 0705-Property Questions-.xml	5/4/2018 9:15 Nancy Clark	<p>Mrs. Clark had property questions in relation to potential corridors. She phoned the office at 8:57 and dropped by at 9:15.</p> <p>Can you use the Northern part of West Alternative 1 from US 41/ Veterans Memorial Parkway to John James Audubon State Park and the Southern part of West Alternative 2 from John James Audubon State Park to US 60 avoiding disturbing the US 41 Business District and eliminating both US 41 Bridges making it safe to cross the Ohio River and keeping all the Businesses along US 41 in Henderson?</p>
PIL 0702-Suggestion for West Alternative	5/4/2018 20:00 Benjamin Calbert FB Cor	

PIL 0752-Bridge fuding-.xml	5/8/2018 10:32 Niles Rosenquist	<p>Thank you for hosting the recent open house events in Evansville on the I69 Bridge project.</p> <p>As many others have, at the McCullough Library event I again expressed the need for a toll-free option for local traffic as a part of any final tolling plan.</p> <p>Also at that event, I again reminded project team members that Indiana raised its gas tax in 2017 by 10 cents/gallon, generating a considerably increased flow of funds (\$1.2 billion/year) for highway projects. I brought along, as a reminder, a July 2017 newspaper article from the Evansville Courier (originally in the Indianapolis Star) that I had previously forwarded to the project team, which summarized the first five-year allocation of that money. Noteworthy in that article was the disproportionate amount of funding going to Morgan County, which I had surmised (correctly, see below) was going to fund construction of I69 in Central Indiana.</p> <p>Since the open house, I have found the very detailed version of the spending plan, which went out under Governor Holcolm's name as "NextLevel Indiana 5 year construction plan".</p> <p>Below I have abstracted the relevant information for funding I69 for the next five years. The table speaks for itself. The lack of funding for I69 in Vanderburgh County in the current 5-year plan probably reflects the that the bridge is too early in the planning stage (final EIS not expected until late 2019). A more important consideration is funding in the next 5-year plan.</p> <p>If in the next 5-year plan Southwest Indiana receives funding comparable to what Central Indiana is receiving in this current 5-year plan, Indiana's share of the cost of the new I69 bridge will be largely paid for, without the need to again raise the taxes on Indiana residents, through tolls. Tolls on the 35% of the traffic on the</p>
PIL 0704-Potential Property Impacts-.xm	5/8/2018 14:00 Dallas Caine	<p>Mr. Caine wanted to know if his property was going to be impacted. A. J. showed him google earth. This property is located near the beginning of the construction on I-69 Evansville Side. The file is located on Amber's computer. Too large to attach.</p>
PIL 0751-Status update-.xml	5/8/2018 22:52 Dustin Ewing	<p>Mr. Ewing wrote: Can you give me a status update on this project and let me know if anything has been finalized yet? Pipkin wrote: Thanks for checking in. We are still developing the DEIS and supporting studies. A preferred alternative will be identified in the DEIS, which we plan to publish this fall.</p> <p>If you haven't already, please subscribe to our e-newsletter or text service, guaranteeing you'll know once the DEIS is published. You can text ORX to 33222 or give me the ok and I'll sign you up for the emails.</p> <p>Ewing wrote: If you want, you can sign me up for the emails.</p>
PIL 0749-Impact to preschool-.xml	5/10/2018 17:28 Misty Todd	<p>Ms. Todd wrote: It was brought to my attention by a parent that option 1 corridor would come through our Preschool located at 337 Richardson ave. I am curious if this will effect our business. If so, please forward me any information that may explain in more detail. Pipkin wrote: I sent your request to our engineering team to review the possible impacts of West Alternative 1 to your preschool.While the right-of-way line does run close to your property, at this point, the project doesn't require all or part of your property.If you'd like to sit down with a project team member to see the alternatives and how close they'll come to your property, you can stop in or make an appointment at either of our project offices. They are located at 320 Eagle Crest Dr., Suite C in Evansville; or 1970 Barrett Court, Suite 100 in Henderson.Please let me know if you'd like to set up a time to come in or if you have any more questions.</p>

PIL 0703-Updates to Routes-.xml	5/11/2018 15:00 Allan Campbell	<p>Mr. Campbell wanted to see the new planned changes to routes along the Corridors. A. J.'s Google Earth's KMZ files have not been updated.</p> <p>5-31-18 Amber called Mr. Campbell to set up an appointment to view the updated KMZ files. He did not answer nor does he have a voicemail setup. Amber will try again.</p>
PIL 0750-Navigation study-.xml	5/12/2018 17:46 Jeff Stapleton	<p>Mr. Stapleton wrote:</p> <p>Has the coast guard defined the required navigation channel (height and width)?</p> <p>Pipkin wrote:</p> <p>The Project Team is currently developing the Navigation Study. That information will be included in the Draft Environmental Impact Statement, which will be published this fall.</p>
PIL 0708-Community Conversation Survey	5/14/2018 10:00 The Mingus Family	<p>A representative of the Mingus Family called today to inquire if their comments from the community conversation survey will still be considered for input despite being delivered one day after the due date.</p> <p>A. J. told her to bring the survey to the Henderson office on Wednesday.</p> <p>The Mingus Family representative had concerns that their comments would not be considered or taken seriously. A. J. told her that the project team wants feedback from the community and take comments seriously. The representative expressed concerns that there were people along the potential West 1 and West 2 corridor that were not contacted. A. J. cited the information available online, the presence at Tri-Fest, news stories, as well as the community conversations all intended to educate the public about the I-69 project. The representative said they did not have internet access. A. J. further informed her that she is more than welcome to come into the project office for more information at their leisure and that it was possible to even speak with project team members.</p>
PIL 0715-Provided Project Overview-.xml	5/15/2018 15:00 Gene Warren	<p>Steve Nicaise met with Mr. Warren and reviewed each alternative and gave a project overview. He provided Mr. Warren with the attached document showing his farm and the current Central Alternative 1 alignment.</p> <p>Email exchange:</p> <p>On May 15, 2018, at 8:53 PM, Gene Warren <gwarrenjr1948@gmail.com> wrote:</p> <p>Steve, thank you for your explanation of current design ideas and your efforts to help me better understand the process. Gene</p> <p>Gene Warren</p> <p>On Tue 5/15/2018 9:20 PM Steve Nicaise wrote:</p> <p>It was my pleasure to talk with you and I'm glad you were able to get your questions answered.</p> <p>Thanks!</p> <p>Steven Nicaise, PE</p> <p>Parsons</p>
PIL 0727-Mailed comment card supporti	5/17/2018 0:00 Danielle Eggers	<p>As someone who used I-69 to travel in and out of the state frequently, I would like to support the selection of Central Alternative 1 for the new bridge project. I believe this route will save a lot of time and money during construction due to less relocation of homes and businesses, and will also leave an alternative crossing for local traffic during and after construction.</p>
PIL 0738-Waterworks Rd. Alternatives->	5/20/2018 14:00 Benjamin Calbert -- FB P	<p>Why can't Waterworks Rd be rerouted to I-69 Interchange at the horse park?</p> <p>That rerouting would leave the Fireworks business and the other truck business alone and not take them out just so you can build the bridge over I-69. That part of Waterworks Rd could be a Dead end road leaving access to those businesses.</p>
PIL 0740-CC1 support-.xml	5/22/2018 0:00 Abbie Joiner	<p>I support the Central Alternative 1. Mainly because of the cost savings benefits.</p>

PIL 0741-Tolling -.xml	5/23/2018 10:00 Mike Baugh -- Facebook	<p>Tolls are actually a great idea. Think big picture. How many people drive through on the roads that do not pay 1 cent to taxes in Indiana or Kentucky. Now those people that actually use it will be paying for it instead of those that wish not to. Also, in many tolling areas, local residents are able to get a yearly or semiannual pass for a MUCH lower rate than what it would cost them to pay each time. Example- I used to work on a resort on an island in Florida. Each time a car would go through the toll, it would \$6, but depending on the program it could be down to \$2 or even \$450 for the year. If you were traveling for work, which I was, it could be written off as a business expense.</p>
PIL 0742-West Alternatives Comment-.xml	5/23/2018 10:00 Marcus Oakley -- Facebook	<p>Is there any time table for you to decide which alternative route will be used.. I think it's one of our communities biggest problem with the I-69 project.. I'm a home owner and one of these route's will hurt my family and kids as well as alot of friends.. I'm not sure what you are looking for.. just keep in mind that the West Route will displace a VERY LARGE number of 1st time home owners as well as people who have to live from paycheck to paycheck.. is there going to be housing for those people or are they just going to be put out on the streets.. Please keep those people in mind as u decide if you use the West Route that you are displacing 100s or 1000s of People who have very little and you were be taking that from them.. Is it true that the I-69 project has been in the starting phase since early 2002???</p> <p>— feeling sad. Response: Marcus, a preferred alternative will be identified this fall and public hearings will be held on both sides of the river. A Record of Decision is expected in late 2019. We will certainly pass along your comments to the Project Team. Talk of a new I-69 bridge started years ago and there was a previous environmental study in 2004 that did not reach a Record of Decision. This Project Team started its work in early 2017. Thanks for your comments.</p>
PIL 0743-Mailed in comment card-.xml	5/29/2018 0:00 Dale Rhoads	<p>The new bridge is long overdue. I think a completely new 6 lane bridge is best option. We keep (illegible) the 41 bridges are outlived their live expectancy. So I think the maintenance on 41 bridges out weights the cost of building a whole new bridge system. I hope the state of Indiana and Kentucky can come together and hard the cost of new bridges.</p>
PIL 0753-Highway tolling in Indiana-.xml	5/30/2018 11:56 Niles Rosenquist	<p>Attached are additional comments I have on I69 bridge funding. Any comments you might have on either this note or my May 8 email " I69 Bridge Funding" would be of interest. The public debate on these matters will of course continue for the next months.</p> <p>-----</p> <p>I am writing to suggest that any further discussion of tolling on the new I69 bridge be suspended and that that discussion instead be wrapped into the formal, statewide plan for tolling that was called for in House Enrolled Act 1002 and is, according to news articles, currently in progress.</p> <p>I69 has always been regarded as interstate commercial corridor that "will ultimately extend from Mexico to Canada, making it a primary north-south artery for the movement of goods and services in the US." (language from INDOT web site). A new Ohio River bridge has obviously always been an essential link in that interstate corridor. The funding should come from all who will benefit from this "Corridor of the Future", not primarily from Evansville-area local commuters. In Indiana that would argue for tolling on the entirety of I69 from the Michigan border to Kentucky. If Federal Highway Administration guidelines are more favorable to approval for tolling on new construction, then at least the tolling should be implemented for the newly-constructed segments south of Indianapolis. If Kentucky is in need of funding, the obvious opportunity is for the tolling to extend from Michigan to Tennessee.</p> <p>The risk of a piecemeal discussion of tolling in Indiana is that a plan gradually develops that is neither logical nor equitable. That has actually already begun. In a series of tweets, State Senator Mike Delph- R, Carmel, tweeted "I-465 on the Westside is the main north south corridor. Increasing gas taxes + new tolling = double taxation", "I will introduce legislation to prevent tolling on I-465. Increasing gas taxes & levying tolls is unfair to my constituents esp on the Westside" (Indianapolis Star, October 25, 2017) Two days later Governor</p>
PIL 0744-Central 1 Alternative-.xml	6/1/2018 14:30 Ed Nelson -- Facebook C	<p>I prefer the more easterly options. Intersecting with Audubon Prkwy is better option and away from downtown E-ville traffic.</p>

PIL 0745-Central 1 -.xml	6/1/2018 15:45 Jonathon Roy -- Facebook	Central 1 should be the only option. Otherwise, you are going to ruin either businesses or actually run out hundreds of families who live in the path of the west corridor. Also, I know they say only 6 lanes are needed, but if you're going to use 6, may as well use 8 and keep both 41 bridges operational. Better to not need and have than need and not have.
PIL 0756-Tolling and Alternatives-.xml	6/1/2018 16:00 Brenda Stone -- Facebook	Keep both twin bridges open and toll free. Locals should not have to pay tolls to cross those bridges, it should be the travelers of I-69. The best option as not to ruin the businesses along 41 is the Eastern Central corridor.
PIL 0757-Tolling-.xml	6/2/2018 14:00 Bobby Oldham -- Facebook	Tolls would hurt workers both coming and going. Also affect commerce. If I had to pay a toll I would go to Owensboro
PIL 0758-Alternatives -- Central-.xml	6/2/2018 17:00 Jimmy Williams -- Facebook	Go east! Why congest the Henderson strip area even more and dislocate so many residents
PIL 0755-Twin Bridges-.xml	6/4/2018 12:00 Mary Padgett -- Facebook	Leave the twin bridges both open.
PIL 0754-upgrades to home-.xml	6/6/2018 9:34 Carol Griffith	Ms. Griffith called to ask if we had made a decision on the preferred alternative. Amber informed her of our timeline. She was not pleased that a selection had not been made. She said that she is waiting for this decision to install a new kitchen floor. Amber informed her to proceed with her plans. If her home does fall within the preferred alternative, her home will be assessed and new flooring would be taken into consideration.
PIL 0759-Possible Mitigation property-.xml	6/14/2018 10:41 Steve French	Mr. French is living in Florida but owns several acres in Gibson County in the Buckskin area. He was contacted by an investor about procuring his property. He did some research of this area to find that the ORX project in the NEPA phase. He did not know what that meant so called to ask about the timeline. He asked about mitigation and if someone would buy his land. Amber told him that purchasing land will not be part of this process.
PIL 0776-ORX updates-.xml	6/18/2018 14:23 Doug Briggs	<p>Mr. Briggs wrote:</p> <p>Thank you for the update today on the changes in plans. I find it sad that there are 900+ businesses along the US41 which might be impacted and only 60 surveys were completed. If people were so concerned about the impact of fewer customers if the traffic is diverted to the new I69 I am shocked so few completed the survey to express those concerns.</p> <p>Personally, I stand strong on my support for Central 1 option. There is far less impact on homes and businesses. I am firm in belief that currently there is far too much thru traffic on US 41 strip which does not stop and only causes fewer people to stop during peak hours.</p> <p>I would also like to express my concerns with using a toll option at all. The toll will shift the costs to the consumers via higher priced goods. Restaurants will have to charge more. Gas prices will have to go up. If gas prices and other prices of goods are going to go up... why not just raise the gas tax and pay for the bridge? The toll will also force more people to continue to use the 41 route to avoid the toll which will only cause the toll to be in place longer. The people in the tri-state area complain about not having free parking at the door of businesses downtown and west siders who will never travel to the East side to buy items. Why would anyone of intelligence think that putting a toll on the new bridge will aid in paying for it in this type of community? Just increase gas and income taxes to pay for the bridge. Everyone in the communities will benefit in one way or another so everyone should help pay for the bridge.</p> <p>Thank you and Please keep moving forward on the project. Pipkin responded:</p> <p>Thank you for your message. I've shared your comments about Central Alternative</p>

		<p>Ms. Hudson wrote:</p> <p>As a commuter from Mount Vernon, Indiana to Henderson, Kentucky, my concerns are very selfish with the I69 Ohio River Crossing. With construction or with any other changes to the bridge, I appreciate the least amount of interruptions so my estimated time of arrival (to work and home) remain about the same at 45 to 50 minutes. I do not support any additional increases to my expenses to make the commute. I am not in favor of a toll or the time that would be involved to process a toll by me and the many other commuters.</p> <p>In spite of my objections, should the toll be implemented, please streamline the process with an online purchase and create a lane of traffic for ongoing commuters who choose to purchase some type of "plan" for the toll charges.</p> <p>Thank you for the opportunity to voice my concerns.</p> <p>Pipkin responded:</p> <p>Thank you for your message. I've shared your feedback with the Project Team.</p> <p>I've attached a handout about tolling we shared at the recent Community Conversations. While the toll rates won't be set by the Project Team, we often reference the tolling rates and technology used on the Ohio River Bridges project in Louisville. This handout It helps explain modern tolling, which doesn't require drivers to stop or slow down.</p> <p>Please feel free to share any additional feedback with us!</p>
PIL 0778-Tolling-.xml	6/18/2018 15:14 Malinda Hudson	<p>Mr. Bennett wrote:</p> <p>Would you please email me a map for Alt 1 that shows better detail. I live at 103 Villa Drive in Henderson and I have heard that several houses on our street would be taken, but when you try to zoom into the map it gets too fuzzy to be able to see the detail.</p> <p>Pipkin responded:</p> <p>Thank you for your message.</p> <p>I've attached a map for West Alternative 1, and PDFs have also been added to the project website.</p> <p>I encourage you (and your neighbors) to call or visit one of our project offices, where a team member can pull up your property on Google Earth and provide you with more detailed information. The Evansville office is open Monday, Tuesday and Thursday, and the Henderson office on Wednesday and Friday. Office hours are 8 a.m. to 5 p.m., but you can also make an appointment if those times don't work for you.</p> <p>Please let me know if you need anything else.</p> <p>Mr. Bennett responded:</p> <p>OK, I appreciate it. Could you give me the addresses of both of your offices?</p> <p>Pipkin responded:</p> <p>Sure! The number is (888) 515-9756.</p>
PIL 0777-Property question-.xml	6/18/2018 15:17 Steve Bennett	320 Eagle Crest Dr., Suite C
PIL 0762-Redundancy-.xml	6/18/2018 15:30 Daniel Hancock -- Facebook	<p>This area needs two places to cross the river into Indiana instead of 1.</p> <p>We absolutely need two ways to cross the Ohio River between Evansville and Henderson. Many things can shut down a single bridge in one or both directions. Some examples are jumpers (we had one within the last month that shut down the southbound bridge), barge hits, and accidents. I'm sure there are others I can't think of right now. Our closest current alternative is the blue bridge in Owensboro, which is a narrow two lane bridge that's a minimum of 45 minutes away one way, so the least amount of time it would take is 90 minutes. If the decision-makers were to actually try it, I'm sure they'd have a better understanding of the ramifications.</p>
PIL 0763-Redundancy-.xml	6/18/2018 16:00 Donna Harker Crowe -- Facebook	

PIL 0789-US 41 bridges-.xml	6/18/2018 16:30	It is important to keep BOTH existing US Hwy 41 bridges open. Build the Central Corridor option. Forget about appeasing the businesses on the commercial strip. That's as dumb as building Hwy 41 through Evansville with stoplights. Learn from your mistakes. Don't repeat them.
PIL 0760-Central Alternative 1-.xml	6/18/2018 17:00 John Arnholt -- Facebook	It would seem that using the Central alternative would do less to mess up Highway 41 and keeping one bridge really would help the locals get back and forth.
PIL 0761-Central Alternative 1-.xml	6/18/2018 17:15 Jim McCarty -- Facebook	I still say the Central alternative is the only one that made sense from the beginning.
PIL 0764-Redundancy-.xml	6/18/2018 18:00 Donna Bowers Carr Johr	Agree, absolutely 2 bridges connecting Henderson and Evansville is a MUST.. there is so many shutdowns
PIL 0765-Central Alternative 1-.xml	6/18/2018 18:00 Cheryl Oglesby-McGove	Central Alternative 1 looks like best option, in my opinion.
PIL 0766-Redundancy-.xml	6/18/2018 19:00 Anthony Gouverneur -- I	The new bridge needs to be 3 lanes each direction plus at least a 12 foot shoulder in each direction to provide ample space for broken down vehicles and alternative traffic lane to be used during road work and/or traffic accidents. I also think both current bridges should be kept, but only one lane in use on each bridge to provide a break down lane.
PIL 0767-Central 1-.xml	6/18/2018 22:00 Janet Carter -- Facebook	I agree on the central route as a toll road and vote to keep both twin bridges open, without tolls. If all of the smile traffic moved off the strip, maintenance would tremendously decrease on the twin bridges. Of course, what makes sense to the common people, is the exact opposite of what will actually happen.
PIL 0768-Central 1-.xml	6/18/2018 23:00 Daniel Leskinen -- FB Co	Business will increase with Central Alt 1. People are reluctant to stop and shop due to the high traffic flow.
PIL 0765-Tomes Request-.xml	6/19/2018 0:00 Senator Jim Tomes	During the Indiana Stakeholders Briefing on June 18, 2018, Indiana State Senator Jim Tomes asked for additional information regarding potential impacts to a property owned by a family member. He later texted the address to Dan Prevost.
PIL 0779-Food vendor-.xml	6/19/2018 0:36 William Johnson	<p>Mr. Johnson wrote:</p> <p>I really seek to be food vendor for KYDOT at I-69 Ohio River Crossing. I will to be the first restaurant their when you finish the new 169.</p> <p>So information about me. I like to sale food to your workers as they work on 169 and any other INDOT projects, just roll up at lunch pick pay and go . You have my menu , great deal for a small business like mine</p> <p>Pipkin responded:</p> <p>Thank you for your message and for sharing for information about your company.</p> <p>We are working through the environmental study process now. Once a preferred alternative is selected, it will be a couple of years before construction could begin.</p> <p>Thanks again for your information. You can follow progress on the project by texting ORX to 33222 or signing up for our project newsletter at www.I69OhioRiverCrossing.com/stay-informed.</p>

PIL 0769-Central 1-.xml	6/19/2018 6:00 Michele LaRocca -- Face	Central. The west ones will shut down the strip as we have it now and cause utter chaos during the build. Businesses will fail because of years of people avoiding the area anyway. Locals will always continue to frequent the strip and with proper signs the strip will still get through traffic business. Long drive from Madisonville when you're hungry.
PIL 0770-home on alignment -.xml	6/21/2018 12:46 Velma Pullam	Ms. Pullam called to see if her home was along the West 1 or 2 alignment. Amber was able to tell her that her home is only within the West 1 alignment. She also asked about her cousin's house at 336A Elk Ave. This home does not fall within any alignment.
PIL 0771-Central 1 changes-.xml	6/22/2018 8:50 Scott Reitz	Mr. Reitz came in to look at the changes made to Central Alt 1. He was interested in the impact changes to Kimsey lane. Kimsey Lane is close to his home and he uses it often. Amber pulled up the KMZ files to show him more detail of the alignment.
PIL 0772-Update alternative information	6/22/2018 11:00 Mingus Family (Joann)	Ms. Mingus called and then came in to get a KMZ snapshot of the major changes to the alternatives. Amber prepared the attached document for her. It was printed and given to her along with the updated alternative handout.
PIL 0780-Contact form-.xml	6/22/2018 12:38 Michael Brune	<p>Mr. Brune wrote:</p> <p>What is taking so long? This has been studied to death. The only viable option is the Central Alt Option.</p> <p>Both Existing bridges first built in 1935 other 1959. The cost to continue to maintain both of these bridges continues to increase,</p> <p>Replacing 1 of the bridges keeps us in the same position we are in now, any accidents in the bridge area cripples traffic for hours on end. A new bridge further up the river would provide for a detour option if needed. Removing both bridges and replacing them with 1 new 6 lane bridge is short sighted for future I69 traffic increases, also, if a barge happens to strike the bridge it has to be closed for inspection which can take many hours, A new bridge further up the river would provide for a detour option if needed The only logical solution is a NEW bridge east of the existing bridges. I don't even have to discuss the disastrous time/cost/inconvenience it would cause turning the existing US41 through Henderson into the new I69. The new Central Alt I69 would cause almost ZERO inconvenience to traffic during the construction years. It is the only Option</p> <p>Pipkin responded:</p> <p>Thank you for submitting your feedback for I-69 ORX. I've shared your feedback with the Project Team.</p> <p>The Project Team is drafting the DEIS and plan to publish it this fall. At that point, we'll identify a preferred alternative for public feedback and further study. We'll make sure the hearings are well-publicized so everyone gets an opportunity to provide feedback.</p>
PIL 0773-Proximity to Braxton Park-.xml	6/22/2018 15:15 Ida Block	Ms. Block wanted to know how close her home was to the proposed route of Central1. Amber was able to map that for her. She provided the attached file. She was also given the updated alternative handout. Ms. Block voiced that she wanted to keep at least one of the 41 bridges. She is concerned at how close the Central alignment is to her home.
PIL 0774-Inquired about Villa Dr-.xml	6/25/2018 10:24 Steve Bennett	Mr. Bennett called to ask about West 1 alternative and what the current plans are in and around his neighborhood. Amber Schaudt spoke with him and answered his questions.
PIL 0782-Central Alternative-.xml	6/25/2018 15:00 John Arnholt -- FB Comm	I disagree with the central messing with so many businesses on 41. If one of the twins stays open for all the local traffic, I suspect these people are the ones who use the local business the most. Rarely will people flying by want to stop unless it is for gas or food. Signs at the crossing of the 60 exit solves this, I think.
PIL 0775-Property concern-.xml	6/27/2018 10:03 Robert Cornbleet	Mr. Cornbleet came in to see the new alignments of each alternative and how it might affect his apartments on Barrett.

PIL 0781-Central Alternative 1 -.xml	6/30/2018 17:00 Benjamin Calbert -- FB C	<p>On the Central Alternative 1 route just north of Shawnee Drive that you guys have I-69 up on a piece of elevated land big enough to make an interchange with Shawnee Drive. Keeping the interchange ramps north of Shawnee Dr. I don't think that putting an exit there will be more expensive because all you are doing is adding ramps to the Interstate. Please look into this more. I think you guys could have the money to do this. Especially since US 41 interchange moved to where the interstate turns off the route cutting through Kentucky. Thanks That exit would be perfect for Ellis Park</p>
PIL 0784-General Feedback on Alternativ	7/4/2018 10:00 Marcus Oakley - FB Com	<p>Well i agree with Adam Schwartz..you said using both bridges and the "new" bridge would cost too much for upkeep..I don't understand how that will be a concern because according to everything we have been told that's why it will be a toll..im sure the toll will be used for at least 30-40 years..with one bridge and the "new" bridge how will Ellis Park traffic factor into this and Friday traffic rush..or as everyone knows a wreck happens on the existing bridge that you will keep..does traffic get rerouted to the toll bridge?? Im just not understanding the only keep one bridge process..seems to me all its gonna do is create the same problem that exists now only in different areas..just seems like to me all that's being done is creating the same problems we already have only we got to pay a toll for the same nightmare..in my opinion</p>
PIL 0783-Central Alternative 1 - Facebook	7/4/2018 15:00 Benjamin Calbert	<p>If they use only one bridge for US 41 I think then they should add an exit on I-69 to Shawnee Dr. to deal with the Ellis Park traffic.</p>
PIL 0785-Deck Waterproofing-.xml	7/9/2018 9:05 Greg McEwen	<p>From: Prevost, Daniel Sent: Monday, July 09, 2018 9:05 AM To: 'Greg McEwen' <gmcewen@bridgepreservation.com> Subject: RE: I69 - ORX bridge deck waterproofing</p> <p>Greg –</p> <p>The project is in the planning/NEPA phase and is currently working to identify a preferred alignment for the new roadway and bridge. That process is scheduled to be complete in the Fall of 2019, at which time, more detailed design would begin.</p> <p>- Dan</p> <p>From: Greg McEwen <gmcewen@bridgepreservation.com> Sent: Monday, July 09, 2018 8:46 AM To: Prevost, Daniel <Daniel.Prevost@parsons.com> Subject: I69 - ORX bridge deck waterproofing</p> <p>Good Morning Dan</p> <p>I with Bridge Preservation, LLC manufacturers of the high performance spray applied "Bridge Deck Membrane" waterproofing system. (brochure attached)</p> <p>Can you tell me if the current design the bridge on this project will involve a waterproofing membrane and an asphalt overlay? If so, has there been any consideration to incorporate spray applied waterproofing?</p> <p>If this item is still under consideration would you know who I might contact to discuss?</p> <p>Thank you;</p> <p>Greg McEwen</p>
PIL 0786-Interested in updates to maps-	7/11/2018 3:20 Alan Campbell	<p>Mr. Campbell wanted to see the updates to the alternatives. He wanted a print out of the southern portion of West 1 and the new I-69 and US 41 interchange on Central 1. Amber was able to explain the changes. Amber provided the attached document for him.</p>
PIL 0787-Support for Central Alt 1-.xml	7/13/2018 9:45 John Harding	<p>Janelle Lemon shared the updates to the maps and talked with Mr. Harding about the timeline.</p>
PIL 0788-Finding of Effect Report-.xml	7/13/2018 14:30 Dennis Au	<p>Mr. Au was not able to pull up the Finding of Effect report and wanted to view the hard copy. He asked for a copy of the last two pages of the report. Amber made him the copy he requested.</p>
PIL 0790-Adding interchange - FB Commu	7/19/2018 15:00 Benjamin Calbert	<p>Benjamin Calbert Can you guys put an interchange with Shawnee Drive.?</p>
PIL 0791-Timeline question-.xml	7/20/2018 13:07 Gene Warren	<p>Mr. Warren called to speak with Steve Nicaise.</p> <p>Mr. Nicaise called him back.</p> <p>"I called him back. He wanted to know if the schedule was still to announce a preferred alternative this fall, and which month. I said yes, we're on track for an announcement this fall, and it could be some time in October if we stay on schedule."</p>
PIL 0792-Madisonville KY passed resolu	7/23/2018 0:00 William Corum	<p>Mr. Corum sent us a copy of the City of Madisonville (KY) Resolution in favor of Central 1. Attached is the resolution.</p>

PIL 0793-Roundabout in subdivision-.xml	7/26/2018 2:35	Jeff Mayes	<p>Mr. Mayes came in to ask about a rumor that is going around his neighborhood. A neighbor told his mother that "they" were going to be putting a roundabout in their neighborhood for I-69. Apparently, there are many houses going up for sale and this man said that was the reason.</p> <p>Amber Schaudt showed him the detailed maps and our new project limits. In our conversation, he mentioned his appreciation for the email and text alerts. He was able to stay informed about the project. He also mentioned that he has witnessed eagles along the river.</p>
PIL 0794-Facebook Comment - Central C	7/27/2018 15:00	Ellen Bunch Crafton	<p>Ellen Bunch Crafton The Central corridor is the most cost efficient of the 3. The west alternatives will displace homes and businesses and cause a lot of congestion for traffic passing through on US 41. Traffic will be a nightmare if either of the west corridors is chosen. Please delete them from any plan for I-69.</p>
PIL 0795-Concerned Henderson Resident	7/31/2018 23:53	Derek Settle	<p>r. Settle emailed Marshall Carrier, Steve Nicaise, and Dan Prevost the following message.</p> <p>" Im the home owner at 3719 Melody Lane Henderson Ky 42420. The proposed east corridor route is right beside my property. My wife 3 kids and 1 do not wish to lose our home to some unnecessary highway. There is an abundance of wildlife that inhabits the proposed stretch of land. Everything Ky has to offer deer, turkey, racoons, etc.. All with familys and young to care for. As a 38 year resident of this county and a life long conservationist I hate the idea of a highway cutting through our countryside. We live in the country for a reason. I have countless pictures and videos of the wildlife that live where they want to build I69. Concerned Henderson Resident,, Derek Settle "</p> <p>Erin Pipkin will respond to the message.</p>
PIL 0796-Updated maps-.xml	8/8/2018 14:45	Edward Brandon	<p>Mr. Brandon came in to look at the maps and the updates made. He was appreciative of the information and the large maps. He said this is the first time in looking at the information that he really understood exactly where the routes would be going.</p> <p>He is concerned about the businesses and what impact this will have or the economics of Henderson. He is also concerned about the tolls and the "adverse effect it will have on Hendersonians".</p>
PIL 0797-Mailed in comment card-.xml	8/9/2018 0:00	Trey Eplay	I choose Central Alternative one as the freeway to go around Henderson.
PIL 0798-Mailed in comment card-.xml	8/9/2018 0:00	Nicel Mechels	I prefer Central Alternative 1 Route as the best route around Henderson KY for interstate 69.
PIL 0799-Mailed in comment card-.xml	8/9/2018 0:00	Lhiam Mechels	I would like to see Central Alternative one as the freeway to go around Henderson KY. thank you. n
PIL 0800-Mailed in comment card-.xml	8/9/2018 0:00	Leonard Mechels	I prefer Central Alternative 1 route as the best route around Henderson KY for Interstate 69.
PIL 0801-Mailed in comment card-.xml	8/9/2018 0:00	Shady Tree Mobile Hom	We like the Central Alternative 1 Route as the best highway route around Henderson KY.
PIL 0803-Central 1 - Facebook Comment-	8/14/2018 16:00	Stephen J. Glenn	<p>Stephen J. Glenn My big question is if the central route is the route that is chosen, then why would you have to close down one of the twin bridges? So the traffic would go from 4 lanes divided down to 2 lanes across the river and then back to 4 lanes divided again. Do you all realize how dumb that sounds. If it isn't broke DON'T fix it. Not to mention all the time and money certainly being spent redoing 41.</p>
PIL 0804-Mailed in comment card-.xml	8/16/2018 0:00	Brenda Hamon	<p>I prefer Central Alternative 1 as the freeway to go around Henderson KY. Thank you</p>

PIL 0805-Lawyer for WFIE-.xml	8/24/2018 14:16 Jim Casey	<p>Jim Casey is the attorney representing WFIE. He asked about the status of the project, whether an alignment had been selected, how the project would be funded and the potential schedule for right-of-way acquisition. I told him we were putting the finishing touches on the DEIS and that the states were in the process of deciding on a preferred alternative, but that I was not authorized to discuss what the decision might be. The DEIS could be published as early as November 2018 with public hearings in December 2018. I discussed how costs are typically shared on bi-state projects, but that the final costs and state shares had not been determined. We discussed that right-of-way acquisition could begin shortly after the FEIS/ROD, which is expected in late 2019, if funding is available. I was not aware of any funds that are currently allocated by either state for ROW acquisition. We discussed in particular Central Alternative 1 and the potential impacts to the WFIE tower. I told Jim that we believe that impacts to the tower and the guy wires can be avoided, so it is not clear at this time if there would be any physical impact on the tower.</p>
PIL 0806-Update on selection-.xml	8/30/2018 12:18 Carol Griffith	<p>Mrs. Griffith called to see if we had selected the alternative. Amber informed her of our timeline and how the public will be notified when the DEIS is published.</p>
PIL 0807-Asking about decision-.xml	9/4/2018 9:30 Jerry Vest	<p>Mr. Vest called to ask if a decision on the preferred alternative had been made. Amber Schaudt shared our current timeline with him. He also inquired about tolling and toll rates. Amber told him that we do not have that information and our current project team will not be the ones to set the rate. Amber encouraged him to keep checking the website for the latest information.</p>
PIL 0808-Property owner lives out of tow	9/5/2018 8:46 Mary Leasor	<p>Ms. Leasor received our property owner letter. She is not the current tenant of the property and asked us to send him the same letter that we sent to her. the current tenant information is: Palmer Oil Co. c/o Tony Gonnella 1638 Clay St. Henderson, KY 42420 Amber Schaudt sent the letter on 9-6-18.</p>
PIL 0809-Property entrance notification-	9/5/2018 9:10 Marion Gregory	<p>Ms. Gregory called to inform us that her father, Richard Gregory, suffers from dementia. She requested that, at a minimum, we notify her before we go on his property at 301 Canary Lane. He would be very confused and scared if someone were to be on the property. If time allowed, she would like to be at the home with him if they do have to access the property. Please call her at 812-618-6745 if we need to enter on the property.</p>
PIL 0810-Property close to 41 Bridges-.xr	9/5/2018 9:17 Gary Boswell	<p>Mr. Boswell received our property owner letter and called to ask which property was going to be surveyed. He owns several pieces of property along 41. Amber Schaudt told him that she was unable to give him the specific details of that because of the limited information she had. She informed him that she was working to obtain that information and would return his call once it was received. Amber Schaudt called Mr. Boswell back on 9-11-18 at 1:02 PM. The property that might be surveyed is a 100-acre tract of farmland on Old Henderson Evansville Rd.</p>
PIL 0811-Change of address-.xml	9/5/2018 9:33 Annette Payne (B Payne)	<p>Ms. Payne called to inquire about what property we were looking to survey. She had just sold some property on Aug. 1st. She does have other property that might be in our survey area. She informed us that her business address had changed to 6830 W Boonville-New Harmony Rd Evansville, IN 47720. Amber informed her that she did not have access to that information at this time but was working on getting it. Amber will follow up with her once she received that information. Amber Schaudt called and left a message regarding their property B & B Body Shop at 197 Hwy 2084. 9-11-18 1:41 PM.</p>

		<p>Ms. Mascaro owns several properties in the N Elm area. She called to find out which properties were being surveyed.</p> <p>Amber informed her that she did not have access to that information at this time but would follow up after she received it.</p> <p>Ms. Mascaro requested that we send letters to the following properties if they are in the survey alignment.</p> <p>2426 N Elm St 2432 N Elm St 2436 N Elm St. 212 Camaro Dr 216 Camaro Dr 220 Camaro Dr</p> <p>All properties are on the list. Amber Schaudt sent letters to all current tenants of these locations on 9-11-18. Ms. Mascaro also asked us to ensure the gate is closed on 2446 Jamestown Dr. and 3069 Harmony Dr. They both have small dogs that will get out of the gate if it is not secured.</p>
PIL 0812-Multi property owner-.xml	9/5/2018 10:21 Angela Mascaro (Knight)	
		<p>Mr. Brashear called concerned about the type of surveying they would be doing. He understood the letter to say they would be entering the home. Amber Schaudt assured him that they will not be entering the home but could possibly be on the property. He was fine with that.</p> <p>He expressed his concern if they were to select West 1 or 2 as the preferred alternative.</p>
PIL 0813-Survey concerns-.xml	9/5/2018 10:42 Jerry Brashear	
		<p>Ms. Pullam called to find out if they were going to be entering the homes to do surveys. She was talking with her cousin which is also her neighbor about the letter. Her cousin understood that they may have to enter the home. Amber Schaudt assured her that no one would be entering the home.</p>
PIL 0814-In home survey-.xml	9/5/2018 12:21 Velma Pullam	
		<p>Mr. Denton and his wife came in to ask about the property owner letter they received. They wanted more information about what the letter meant. Amber Schaudt explained that the project team could be in and around properties gathering information to make an informed decision on the preferred alternative.</p>
PIL 0815-received letter -.xml	9/5/2018 13:15 Albert Denton	
		<p>Shane with Lamar Advertising called to find out which property could be surveyed. Amber Schaudt does not currently have that information. Amber will call Shane back when she gets the information.</p> <p>Amber Schaudt called and left a voicemail to inform Shane their property 1838 N. Elm St. Henderson is the property that could be surveyed. 9-11-18 1:59 pm.</p>
PIL 0816-property location question-.xml	9/6/2018 9:56 Shane Pollard-Lamar Ad	
		<p>Ms. Majors called to get clarification on the letter. She read it but did not understand what it meant. Amber Schaudt explained the letter.</p>
PIL 0817-Did not understand letter-.xml	9/6/2018 13:16 Wanda Majors	
		<p>Donna Harker Crowe For the umpteenth time, we need Central 1, so that we have TWO routes. I realize it's a moot point now, but I wish when "they" had decided that we only need three total lanes in each direction they had observed southbound traffic during the evening commute on a Friday. Traffic is always backed up from the Henderson strip onto the bridge even without anything to hamper it (an accident, etc.). Two routes are needed for when a bridge is shut down due to an accident, a barge hit, a jumper, etc.</p>
PIL 0819-Central 1 - FB Comment-.xml	9/6/2018 18:00 Donna Harker Crowe	
		<p>Ms. Judy Eagle called to get clarification of letter. They own T & G Heating (at least the building) and was not aware of the I-69 Ohio River Crossing project. They called to see which alternative would impact their property at 1503 Green St. Amber Schaudt was able to look up the information and tell them that the property was outside but close the ROW lines.</p>
PIL 0818-Clarification of letter-.xml	9/7/2018 7:50 Judy & Richard Eagle	

PIL 0820-Access to property-.xml	9/7/2018 10:10 Harvey Ershig	<p>Mr. Ershig first called to see if we were able to show more detail of property lines and current alignments of each alternative. Amber Schaudt informed him that we do have that information and invited him to come to the project office. Mr. Ershig came to the office to look at his property. Amber created a snapshot to give to him with his property highlighted and the West 1 & 2 KMZ files showing. I have attached a copy.</p> <p>Mr. Ershig also asked about what access to Richardson Ave would look like if either West 1 or 2 was selected. Amber reached out to Dan Prevost for more clarification.</p> <p>Once clarification is received, Amber will reach back out to Mr. Ershig.</p> <p>Toby Randolph confirmed there to be no change in access to Richardson Avenue at 12:10 on 9-7-18.</p> <p>Amber Schaudt called Mr. Ershig at 12:48 pm to pass along this information.</p>
PIL 0821-Call before you enter the farm-	9/7/2018 11:19 David Hatchett	<p>Mr. Hatchett is a representative of the Hatchett Family Living Trust. He called to give us his number to call if we needed to enter the farm. There is a gate that is closed most of the time. Please call 270-577-1046 if anyone needs to enter the property.</p>
PIL 0822-property location-.xml	9/7/2018 13:11 Patricia Corino	<p>Ms. Corino owns several pieces of property in Henderson and called to see which property could be surveyed.</p> <p>Amber does not currently have that information but will call her back when she does. Amber Schaudt called and left a message for a return call on 9-11-18 at 2:07 pm.</p> <p>The property is 309-311 Canary Lane.</p> <p>I spoke with Ms. Corino at 4:24 pm.</p>
PIL 0823-Did not receive a letter-.xml	9/10/2018 10:52 The Mingus Family	<p>Ms. Joann Mingus' neighbor told her that they(the neighbor) received the property owner letter from us. Ms. Mingus did not so she called to ask why. Amber Schaudt told her that the reason for the letters was because survey work was being conducted. Data does not need to be collected from every property along each route so only a sampling of properties was selected. She wanted a copy of the letter anyway. Amber Schaudt mailed one out to her on 9-10-18.</p> <p>Ms. Mingus also asked about what type of survey's would be conducted. Amber Schaudt reached out to Dan Prevost for this information. Dan responded that the following surveys were being conducted: Wetlands, Archaeology, Mussels (will only be in the river) and Geotechnical. Amber passed this information on to Ms. Mingus.</p>
PIL 0824-Question received from online f	9/11/2018 9:15 Rachel and hancel weld	<p>Original message:</p> <p>We received a letter from i69 saying they are going to start surveying in our location Saturday September 15 . We are older , my husband is disabled. How is this going to effect us. We are also raising two disabled grandchildren. We still owe on our house</p> <p>Amber Schaudt called them to explain the purpose of the letter. Amber looked up their property with the KMZ overlays and told them they were outside of any current ROW lines.</p> <p>Rachel Welden said that she had talked with several of her neighbors and they were also concerned. Amber Schaudt encouraged her to tell her neighbors to contact me in the project office.</p>
PIL 0825-Wanted project update-.xml	9/17/2018 14:22 Robert Pruitt	<p>Mr. Pruitt is a Henderson City Commissioner. He called for a project update. He asked about the cost of each alternative. Amber Schaudt shared the current estimated cost. He asked for me to email him with the project update. Amber Schaudt emailed him the updated alternative handout from July 2018. Amber also directed him to the website for the most up to date information.</p>

PIL 0827-Potential wetland mitigation lar	9/19/2018 0:00 Tom Newmaster	<p>The project office received a call yesterday from Tom Newmaster (812-499-1231) and Dan Prevost called him back today. He had previously talked to Luke at one of our open houses back in February. He saw some of our recent media coverage indicating that we were getting closer to selecting a preferred and wanted to check in with us. He still has several hundred acres of potential wetland mitigation site in the Pigeon Creek watershed. He's very interested in working with the state so that it can be used as mitigation for I-69 – there are some coal companies that have contacted him, but he would prefer it go to help support public needs.</p> <p>Dan told him that we were 2-3 months from publishing the DEIS and identifying a preferred alternative which will help us determine our impacts and therefore mitigation needs. Dan suggested that he reach back out to us in the January/February timeframe once we're clear of the public comment period.</p>
PIL 0826-project update-.xml	9/19/2018 12:15 Christopher Farmer	<p>Mr. Farmer lives in Madisonville and works in Evansville. He was in the area and wanted to know the status of the project. Amber Schaudt gave a project update. Amber gave him the tolling and the latest alternative handout.</p>
PIL 0828-Pennyrile upgrade questions-.xml	10/5/2018 9:45 Joey Chaney	<p>Mr. Chaney had questions about the current upgrades to the Pennyriale Parkway. He is interested in the width of the auxiliary lane north to 351 and the width of the emergency lane. Amber pulled up the KMZ file she had (dated Aug 23) and showed him. Amber is unclear of the plan according to the KMZ files. She reached out to Dan Prevost, Steve Nicaise and Ken Sperry for clarification. She will then reach back out to Mr. Chaney.</p> <p>Amber gave Mr. Chaney the attached document to show the current plan for ROW lines.</p>
PIL 0829-Mitigation site -.xml	10/5/2018 14:45 Tom Newmaster	<p>Mr. Newmaster called Alex Lee's direct office number.</p> <p>Alex talked to Mr. Newmasters about the land that he has to potentially develop into a mitigation site (wetlands). Alex mentioned that we are not there in terms of the environmental process/decision. Alex did speak to him about the Indiana Department of Environment, Mitigation Bank. He said he would look into this. He also mentioned Lochmueller Group and how Loch Group has utilized some mitigation in the past. He said he will continue to follow the project.</p>
PIL 0830-checking on preferred selection	10/5/2018 14:45 John Harding	<p>Mr. Harding wanted to know if the preferred alternative had been selected. Amber Schaudt informed him that the project team is still working and the DEIS is not ready to be published. He reviewed the map with the new Central 1 interchange. It appears that the southbound ramp will be within his property lines. Amber told him to keep checking back with the project office and watching the news for the announcement.</p>
PIL 0831-project timeline-.xml	10/22/2018 14:30 Jerry Vest	<p>Mr. Vest called to ask about the project timeline. He also had a lot to say about tolling in general.</p>
PIL 0832-FB Comment - Route Selection-	10/24/2018 16:00 Andre Coe	<p>have they pick a route for the new bridge ??</p>
PIL 0833-Selection timeline-.xml	10/31/2018 7:57 Carol Griffiths	<p>Ms. Griffith called to find out if a selection had been made on the preferred alternative. Amber Schaudt told her that the decision had not been made at this point but she could expect the decision in the upcoming weeks.</p>
PIL 0834-concerned about tolling-.xml	11/7/2018 13:38 Jerry "Rex" Vest	<p>Mr. Vest called to express his thoughts on the project and tolling. He feels like it would not be a good idea to toll US 41. If more toll revenue is needed then a toll should be added to I-69 in Marion County.</p>
PIL 0835-Bike Ped crossing-.xml	11/9/2018 15:50 Jerry "Rex" Vest	<p>Mr. Vest called to ask if there will be a bike/ped crossing on the new facility or installed on US41. He thinks there should be. He is upset that Marion County does not have a toll and our section of I-69 will. He is upset that we could decrease the capacity of US 41 in half if certain alternatives are selected. He voiced his opinion on local politics and how they are not doing their jobs. He thinks we should have an anti-tolling group formed.</p>
PIL 0836--.xml	11/12/2018 10:38 Jerry "Rex" Vest	<p>Mr. Vest called to ask if there will be a bike/ped access on the new I-69 bridge. He also asked if a bike/ped lane would be added US 41. He is concerned that one of the US 41 bridges would be taken out of service. He is unclear why citizens in Henderson/ Evansville will have to pay a toll and those in Marion County will not.</p>

PIL 0837-Timeline question-.xml	11/13/2018 14:22 Velma Pullam	Ms. Pullam called to ask if she missed the announcement of which alternative was selected. Amber shared that the information has not been released but will be coming in the upcoming weeks. Ms. Pullam also expressed concerns on tolling US 41.
PIL 0838-Decision timeline-.xml	11/14/2018 10:20 Jo Anne Fray	Ms. Fray called to see if a decision had been made. Amber informed her that the decision has not been made yet. Amber told her that it will be in the media when we announce but she is always welcomed to call the office.
PIL 0839-Service lane-.xml	11/15/2018 14:49 Jerry "Rex" Vest	Mr. Vest called today to ask what will be done with the bridge taken out of service. He called Tony Iriti at Kyndle to ask him questions about the project. He understood that there will be a service lane on the remaining bridge. Amber told him that we have not selected an alternative, therefore, we do not know the future of the US 41 bridges Amber also informed him that no decision has been made on what will happen with the bridge that is out of service or how the remaining bridge will be stripped if a bridge remains. He asked for a date we would release the DEIS. Amber told him it will be in the upcoming weeks. He said this would be his last call until the announcement is made.
PIL 0840-alternative alignment -.xml	11/19/2018 13:28 Mildred Landers	Ms. Landers called to ask which alignment would be close to her house. Amber Schaudt was able to determine that the current design of West Alternative 2 would be close to her home.
PIL 0842-Preferred announcement-.xml	11/21/2018 8:26 Dustan Pennington	Mr. Pennington wrote: Are you still planning on announcing a preferred alternative route this fall? Pipkin responded: Thank you for contacting us. We plan to make the announcement on the preferred alternative in the coming weeks. If you haven't already, I encourage you to sign up for our text alerts or e-news blasts: https://i69ohiorivercrossing.com/contact/ so you're one of the first to know.
PIL 0841-Timeline to publish DEIS-.xml	11/26/2018 10:00 Niles Rosenquist	Mr. Rosenquist called to ask when we will be publishing the DEIS and when the public hearing will be. Amber Schaudt told him that we are looking to publish in the upcoming weeks.
PIL 0843-Lawyer for WFIE-.xml	11/28/2018 14:04 Jim Casey	Jim Casey called the Project Office on 11/26 and asked to speak with Steve Nicaise. Steve Nicaise called him back on 11/28. Mr. Casey advised that he still represents WFIE, that the last we spoke an announcement of the preferred alternative was expected in November with hearings in December. When will an announcement be made? Steve advised that the final documents are at FHWA for approval, and that an announcement is expected within several weeks. At this point though it appears that hearings will not occur until January. Mr. Casey asked what the preferred alternative would be, but Steve advised he is not authorized to discuss.
PIL 0846-Shovel testing-.xml	11/30/2018 14:16 Gene Warren	Steve Nicaise contacted Mr. Warren to receive permission for Geotech testing on his property. Mr. Warren granted permission for shovel testing.
PIL 0845-alternative selection-.xml	11/30/2018 15:35 Clinton Drennan	Mr. Drennan has been out of the area in cancer treatments and wondered if the alternative had been selected. Amber Schaudt informed him that a selection had not been made but would be released in the upcoming weeks.
PIL 0875-Tunnel-.xml	12/3/2018 16:48 Mac Hanor	Mr. Hanor wrote: Could I69 be put in a tube under the river? Pipkin responded: The team evaluated a range of feasible alternatives. While a tunnel is physically possible in this location, there are several environmental and financial considerations that prevent a tunnel from being feasible at this location.
PIL 0372-Right-of-way-.xml	12/4/2018 13:30 Rhonda Calhoun	Ms. Calhoun called on behalf of her 83 year old mother, who said that somebody from the project was going to be at her house tomorrow night at 5:00 PM to discuss the state buying her property. I advised Ms. Calhoun that we are early in the environmental review process, that a number of alternatives are being evaluated, and that nobody from the project has contacted her mother regarding purchasing her property.

PIL 0847-Looking at maps-.xml	12/5/2018 15:45 Mark Lynn	Mr. Lynn came in to see if a decision had been made. He wanted to take a close look at the maps. Amber Schaudt told him that we do not have a decision at this time but will in the upcoming weeks.
PIL 0872-Preferred announcement-.xml	12/10/2018 10:25 Ron Faupel	Mr. Faupel wrote: Any update on the route announcement? Pipkin responded: We plan to make an announcement soon. Are you subscribed to texting or our email blast, or would you like me to follow up with you directly? Mr. Faupel responded: Thanks Erin. I sent a text also so I think I am signed up for the updates now.
PIL 0848-Alternative alignments-.xml	12/10/2018 13:53 Terry Dukes	Mr. Dukes called to see if the current alignments we available online. Amber Schaudt told him that we have maps online. He was curious about the properties he owned. Amber created a PDF showing his properties and the current alignments. Amber then sent this information via email.
PIL 0849-Decision timeline-.xml	12/11/2018 7:45 Carol Griffiths	Ms. Griffith called and left a message wondering about when we will release our preferred alternative. Amber Schaudt returned her call and left a message stating that the announcement will be soon.
PIL 0873-IAC meeting-.xml	12/12/2018 11:51 Samantha Vogeler	Ms. Vogeler wrote: The Kentucky Department for Environmental Protection, Division of Water, has received the DEIS. Concerning the Jan 8th meeting, is there an agenda? Is this meeting to discuss comments or concerns regarding the DEIS? Pipkin responded: We will be sending as agenda closer to the meeting date. The purpose of the meeting will be to discuss the DEIS, the selection of the preferred alternatives, proposed mitigation and to address any questions. Please let me know if you have any additional questions. Ms. Vogeler responded: I will be attending the meeting.
PIL 0874-EJ Subcommittee-.xml	12/14/2018 12:00 Aaron Morrison	Mr. Morrison wrote: My name is Aaron Morrison, and I am an administrator at USI in addition to being a downtown Evansville resident. I am also a vestry member at St. Paul's Episcopal Church in Evansville. I have a background in social science research and religious ethics. I wanted to inquire about the Environmental Justice Subcommittee and ask if it is accepting any other members or if it is invitation-only. Let me know if you have any questions. Thank you for your consideration. Pipkin responded: Hi Aaron, We would be happy to add you to the ORX Environmental Justice Subcommittee. We met on Dec. 18, just after the DEIS publication, and we haven't yet scheduled another meeting. I'll keep you posted. If you'd like, we can schedule a time for a call or meeting and I can bring you up to speed on the project so far. We have our hearings next week - Jan. 7 and 8. And then we have our Community Conversations on Jan. 23 and 24. We'd appreciate your help in spreading the word, and hope you can attend yourself. The flier is attached.
PIL 0850-Questions about selection-.xml	12/14/2018 13:27 Carol Griffiths	Ms. Griffiths called upset that the announcement was not in the paper today. She explained that is how she gets her news. Amber Schaudt explained that the announcement was just made at 10:30 this morning and newspapers have not had time to run the story. She was informed by her neighbor about the selection. Ms. Griffiths had it in her head that the options that were on the table were West 1 & 2 and East (Central Alternative 1). She was confused when her neighbors told her it was the central alternative. Amber Schaudt explained the alternatives and she just created "east" in her head to keep in straight. She was clear after our conversation. Ms. Griffiths also asked about tolling. Amber Schaudt explained Central Alternative 1A and 1B. Amber also said that a decision on this has yet to be made.

PIL 0863-cross-river redundancy - FB Cor	12/15/2018 0:00	Jonathon Roy	Jonathon Roy How would the new bridge offer "cross-river redundancy" when the whole purpose of a second bridge is to relieve the pressure those two bridges get with traffic? If the big bridge goes down, you're still in the same spot with backed up traffic, but now with two spots instead of one.
PIL 0860-Tolls - FB Comment-.xml	12/15/2018 18:00	Linda Cooper	Linda Cooper Tolling on the 41 bridge?? Not something I would like to see happen. How about it all you workers who would take the 41 bridge to and from work?????
PIL 0861-Multimodal - FB Comment-.xml	12/15/2018 18:00	Mike King	Mike King I think is kind of bad how our tax dollars are being spent on decking and fixing the southbound bridge. Don't get me wrong, it needed to happen. But now the plan is to tear it down and keep the northbound open. Here's an idea! Why not use the newly surfaced and repaired southbound bridge and keep the northbound open as a walking or bicycle path that could connect to the greenway system in Evansville? Just my 2 cents!
PIL 0865-US 41 Closure - FB Comment-.xml	12/16/2018 0:00	Vickie Carter	Vickie Martin Carter By maintaining only one of the twin bridges, what happens when there are accidents or repairs are needed?
PIL 0866-Lanes for Emergency Vehicles -	12/16/2018 0:00	Robin HolInd	Robin Holland Again someone hasn't thought this through the new bridge needs a lane just for emergency vehicles and if one has to be toll then that one should be it
PIL 0882-Bridge type-.xml	12/16/2018 0:00	Curt Boone	Mr. Boone left a message on December 26th. Ken Sperry returned his call on Jan. 7th. Mr. Boone had specific questions about how the bridge would be built and its design. Ken Sperry told Mr. Boone that we were not to that level of detail in the project at his point in time.
PIL 0862-Tolls - FB Comment-.xml	12/16/2018 18:00	Brenda Stone	Brenda Walker Stone Tolls should only be on the new bridge and keep both existing bridges open with no semi trucks allowed. They must take the new bridge. This will reduce maintenance costs tremendously. Locals should not have to foot the bill for the new bridge. Nor should existing Henderson businesses have to suffer a loss or close their doors. Many people from both states cross those bridges for employment as well!
PIL 0864-Interchange - FB Comment-.xml	12/16/2018 18:00	Frank Thomas	Frank Thomas Also, that conceptual interchange design of I-69 and Veterans Mem Parkway adds a ridiculous amount of extra distance for drivers on EB Vets Mem Pkwy to I-69 NB with that gigantic loop. Lame.
PIL 0851-Lawyer for WFIE-.xml	12/17/2018 16:00	Jim Casey	Reference PIL 0843, 0805, 0357, 0353, 0134, 0114, 0008. Jim Casey called the Project Office today and asked to speak with Steve Nicaise. Steve Nicaise called him back. Mr. Casey saw the announcement that the Central Alternative alignment was preferred, and he went to the project website to review DEIS documents and the project video. He was not able to clearly see how the project might impact WFIE's tower. Steve Nicaise explained that the Central Alternative alignment would not physically touch the tower or tower guy foundation, and that the northbound and southbound roadways would be bifurcated to minimize earthwork in the vicinity of the tower foundation. Mr. Nicaise offered to meet with Mr. Casey and WFIE on Monday, 1/7/2019 to review the engineering design in this location. Mr. Casey asked if the project team would be able to share design information with WFIE's engineer. Mr. Nicaise responded that the project should be able to share available preliminary design information. Mr. Casey asked when the window of opportunity would close for WFIE to provide comment. Mr. Nicaise responded that the DEIS comment period closes 2/8/2019, but that discussions about R/W acquisition would continue through the FEIS period and following the FEIS through the R/W acquisition process. 12/18/2018 - See email attachment scheduling a follow up meeting 1/7/2019 at the Henderson Project Office.
PIL 0857-US 41 Bridge Closure - FB Comn	12/18/2018 0:00	Tom Chapman	Tom Chapman Why take out the newer of the twin Bridges? North opened in 1933. South opened in 1965
PIL 0858-Toll Cost - FB Comment-.xml	12/18/2018 0:00	Wendy Gibbs	Wendy Gibbs How much will the tolls cost?
PIL 0852-available materials-.xml	12/18/2018 13:30	Michael Wicker	Mr. Wicker stopped by the office to pick up any available materials.

PIL 0856-Interchange - FB Comment-.xm	12/18/2018 18:00	David Lippert	David N Hannah Lippert Instead of building a whole new interchange why not revamp the existing interchange at Green River Rd. then run the highway south and it veer west on a easy left turn curve straighten out then a easy right turn curve to straighten out for the new bridge..... Save a few million in extra cost..
			Chris Blinn I'm confused by the location chosen to intersect with Veteran's Memorial HWY. It would seem like a better option to make this connection near or at the S.Green River Rd interchange. This would allow for traffic to leave the interstate and head north on Green River or merge onto VMH (using existing interchanges/infrastructure would reduce cost, no?).I'm sure it's already being considered, but a fast-pass toll sticker is a must. One that isn't over-priced and has discounts/incentives to locals. Businesses offering tri-state services should even get the pass for free (maybe allow them to claim a certain number of passes a year to use on their service vehicles?). In other news, it's going to look like crossing Lake Pontchartrain when the river rises every winter/spring. That should be cool/scary.
PIL 0859-Interchange - FB Comment-.xm	12/18/2018 18:00	Chris Blinn	Eric Titzer By retaining only one two lane US 41 bridge, Central Alternatives 1A and 1B provide a "pay for the privilege to go to work" when that US 41 bridge is closed for some all too frequent issue. Will there be a reduced price toll option for those who can provide proof they live in one of either State and work in the other? What happens when chicken offal is spilled on the northbound lane of that two lane bridge and there is no other cost free option for 12 hours (yes a northbound lane was closed for 12 hours) for those who need to go to work?How is that going to work for 4 lanes, to 2 lanes, back to 4 lanes on US 41? I sense many traffic backups every single day. Eric Titzer ...and for Pete's sake, learn the lesson of the US 41 bridges and don't put piers for the new bridge in the river where barges will hit them, or at least build protective fenders around them. Otherwise, we'll be stuck waiting for an inspector to show up time and time again while the bridge is closed for some duration after a collision.
PIL 0854-Tolls and Bridge Closures - FB C	12/18/2018 19:00	Eric Titzer	
PIL 0855-Tolls - FB Comment-.xml	12/18/2018 19:00	Steve Capin	Steve Capin NO TOLLS
PIL 0853-FB Comment - Closing US 41 Bri	12/18/2018 21:00	Kevin Walters	Kevin Walters Why would you close one of the Hwy. 41 bridges. It makes no sense.
			Melody and Michael Cain own a home on Nugent Drive on the north shoreline of the Ohio River, immediately to the east of the proposed bridge location. Their home would be approximately 200 feet from the bridge. They had heard from a neighbor who had attended previous project meetings that if Central Alternative 1 was selected that they would be right next to the bridge, so they wanted to come find out for certain. Based on current mapping, their home would not be taken, but they are not interested in living so close to the bridge. Of note, they own their house, but lease the land on which it sits from the adjacent farmer. The same appears to be the case for the adjacent homes as well. They have lots of questions associated with the ROW/relocation process. I explained to them about the public hearings but suggested that if they and their neighbors all have similar concerns, that it may be best to set up a separate meeting with them in the office with ROW representatives. They agreed to reach out to their neighbors and then to reach back out to the project office to coordinate. I provided them with project handouts, including the public hearing information. I also printed them a map out of Google Earth that clearly shows their home and the location of the bridge. Extra copies were provided for them to give to neighbors.
PIL 0867-Impacts to residences on Nuger	12/19/2018 11:00	Mike and Melody Cain	
			Mr. Prough was asking if there are current plans for a sound barrier at the end of Sand Castle Dr. Amber Schaudt told him that no plans for sound barriers have been made at this time.
PIL 0868-Sound barrier at Sand Castle Dr	12/20/2018 15:30	John Prough	
PIL 0869-Owensboro involvement-.xml	12/21/2018 8:46	Andy Gamblin	Mr. Gamblin called to ask why Owensboro is not more involved in the I-69 project. He also spoke with Gary Valentine about the Audubon Parkway and other roadway projects planned in KY.
PIL 0883-Henderson City Resolution for t	12/27/2018 0:00	City of Henderson	Attached is the resolution from the City of Henderson on toll free access

PIL 0870-work on 351-.xml	1/2/2019 11:38 Shirley Raley	Ms. Raley called to see if her home would be taken. She wanted to put her home up for sale but was holding off until the I-69 decision was made. Amber Schaudt was able to inform her that her home is outside of the ROW areas.
PIL 0871-explainaton of maps-.xml	1/2/2019 14:33 A.J. Devine	Ms. Devine came in to see if the preferred alternative would be close to her subdivision. She could not get a good view of the route online so she came in to look at a map. Her subdivision is beyond the project limits.
PIL 0876-Project bidding-.xml	1/3/2019 8:19 Mike- E.S. Wagner Co.	Mike with E.S. Wagner Co. called to ask when the project would go to bidding now that the preferred alternative has been selected. Ken Sperry spoke with him. He told Mike that the final decision has not been made at this point and that we are several years away from construction.
PIL 0877-View DEIS-.xml	1/3/2019 15:00 Kimberly France	<p>Ms. France came in to view the DEIS. She attended the RCAC/EJ meeting with Rev. Arnold. She had a few questions she asked us to answer so she can make a formal comment to the DEIS on behalf of the NAACP.</p> <p>Amber Schaudt has passed along her questions to Brian Aldridge.</p> <p>Her questions are:</p> <ol style="list-style-type: none"> 1) The project needs assessment of unacceptable levels of service. What was the grade in 2015? 2) High crash location - does the data detail truck/vehicle or vehicle/vehicle (cars) crash data? <p>Brian Aldridge spoke with Ms. France at the Evansville Public Hearing. He was able to answer all of her questions.</p>
PIL 0879-Kimsey Lane and interchange le	1/4/2019 11:00 Jeff Troxel	<p>Jeff Troxel stopped by the office to ask about Kimsey Lane. He voiced concern about the road closing due to how much it is used. He did not have the latest information showing that Kimsey lane would remain open. Mr. Troxel also talked to Ken Sperry about the length of interchanges and distance from I-69 to the current US 41 commercial area.</p> <p>Amber Schaudt printed KMZ files of the US 41 and US 60 interchanges for Mr. Troxel. The file is attached.</p>
PIL 0880-Kimsey Lane - important to bicy	1/4/2019 13:30 Ron Faupel	<p>Mr. Faupel expressed his concern about Kimsey Lane. He voiced that he and several bicyclists use Kimsey lane for their bike routes. He did not have the latest information showing that Kimsey Lane will remain open.</p> <p>He spoke with Ken Sperry about what building the roadway in the floodplain would do to the area around it. Would that reduce the floodplain areas? He talked about the potential for growth along the alternative. Ken Sperry was able to answer his questions.</p>
PIL 0878-checking proximity of home to j	1/4/2019 15:20 Marie Humber Lisa Hum	<p>Ms. Humber and her daughter came in to look at the project details. She has an old farmhouse that is near the project area. She and her daughter wanted to see how close they will be to the proposed route.</p> <p>Amber Schaudt and Ken Sperry showed them the KMZ of their farm and also showed them the flyover video to show the project. They took the handout with map insert, public hearing flyer, and Amber Schaudt's business card.</p>
PIL 0881-Alignment proximity to home-.	1/8/2019 12:30 Dallas Caine	<p>Mr. Caine came in to see how close the current alignment would be to his home. He lives along the current I-69 alignment. Amber Schaudt was able to pull up his address and informed him that he is outside of the project area. He asked for a printout of his home and the I-69 and US 41 interchanges. Attached is the file Amber Schaudt created for him.</p>

Stephen J. Glenn

Why does there have to be tolls at all. Owensboro, KY (population ~60,000) and Rockport, IN (population ~3,000) have a total of 2 bridges and 6 lanes across the Ohio river TOLL FREE & it is not even an interstate. However, the proposed new bridge between Evansville, IN (population ~ 120,000) and Henderson, KY (Population ~30,000) with TOLL CHARGES and it is an interstate. Doesn't make much sense!!!

[PIL 0884-Tolls - FB Comment-.xml](#) 1/9/2019 18:00 Stephen Glenn

Mr. Shraeder called to express his concern about no plans for a bike lane on US 41 or I-69. I encouraged him to make a formal comment online, mail in a comment or attend a community conversation.

[PIL 0885-Bike lane on US 41 or I-69-.xml](#) 1/14/2019 10:35 Jim Shraeder

Mr. Darnell is looking to build a house in one of two subdivisions. He came in to look at how close the alternative is to each potential build location. Amber Schaudt was able to answer his questions using Google earth and the latest KMZ files.

[PIL 0886-placement of alternative-.xml](#) 1/15/2019 16:30 Kevin Darnell

Mr. Milligan is a DBE vendor providing a videographer service. He is able to capture the construction process in video and photos. Ken Sperry spoke with him.

[PIL 0887-DBE vendor for video through c](#) 1/17/2019 13:20 Earl Milligan

Ms. Vukovich called to share her thoughts about hosting a community conversation on a Wednesday. She is unable to come because she has church on Wednesdays. Amber Schaudt offered for her to come to the one in Evansville on Thursday. She said that if we have tolls that it would be at least \$4 for her to come to a meeting and she thinks that is unfair and will create many hardships. She wanted to express her concern for tolling in this area. Amber Schaudt encouraged her to make a formal comment online, at the Community Conversation in Evansville or to come in the project office.

[PIL 0888-Community Conversation on a](#) 1/23/2019 10:20 Janet Vukovich

Mr. Pavlenko talked with Mr. Nicaise about working on the project. Mr. Nicaise told him there were not any opportunities at this time.

[PIL 0889-Interested in working on projec](#) 1/24/2019 14:00 Nicholas/ Mykola Pavler

Mr. Hass called to see if his camp fell within the alignment of the Central alternative. Our current PVA data does not show us camp numbers for Nugent Dr. Amber Schaudt encouraged Mr. Hass to come into the project office to look at his camp in person.

[PIL 0890-Camp on Nugent Dr.-.xml](#) 1/24/2019 15:33 Daniel Hass

Mr. Hass met with Steve Nicaise to look at the bridge located in relation to his river camp. The current roadway and right of way lines appear to be going over top his river camp. Mr. Hass asked when his property might be purchased. Steve Nicaise indicated that it could be as early as 2020 but the project has not yet been funded. Once the project moves to the next phase, property owners would be contacted.

[PIL 0891-River camp on Nugent Dr.-.xml](#) 1/28/2019 11:05 Daniel Hass

Mr. Mayes came in to look at a larger map to see how close the current alignment is to his home and neighbors. Amber Schaudt was able to pull up the KMZ files to show Mr. Mayes the current Right of Way lines. Mr. Mayes also asked about noise walls. Amber Schaudt told him that it will be investigated further.

[PIL 0892-Alignment close to home-.xml](#) 1/29/2019 11:30 Gary Mayes

Mr. McCleary provided DEIS comments.

[PIL 0893-DEIS comments-.xml](#) 2/4/2019 13:53 Craig McCleary

PIL 0894-Preferred Alternative-.xml	2/4/2019 15:44 Jerry Vest	Mr. Vest called to ask about the preferred alternative. Amber Schaudt shared the preferred alternatives 1A and 1B.
PIL 0895-Bridge type-.xml	2/4/2019 16:25 Jerry Vest	Mr. Vest called to ask the type of bridge of both the North and South bound bridges. He also asked the rationale for keeping the north bound bridge.
PIL 0896-dropping off DEIS comments-.xml	2/5/2019 9:52 Mark Lynn	Mr. Lynn came in to drop off DEIS comments. He wanted a snapshot of a few places along the alternative. Amber Schaudt make him the snapshot and printed them. Attached is the document created for him.
PIL 0897-DEIS Comments-.xml	2/6/2019 14:49 Carol Cobb	Ms. Cobb called with her thoughts on the DEIS. Amber Schaudt told her that comments had to be written. Amber directed her to our email address for her to send us her comments.
PIL 0898-Alignment next to WSON tower	2/7/2019 14:36 Bill Stevens	Mr. Stevens was asked to come in by the owner of WSON Mr. Henson to look at the current alignment. He is interested in the distance from the proposed roadway to the WSON towers. Amber Schaudt was able to locate the towers and show the current alignment. Amber Schaudt provided Mr. Stevens with the attached printout showing the distance between the two.
PIL 0900-Tolls - FB Comment-.xml	2/18/2019 17:00 John Arnholt	John Arnholt Would there be any way to give a credit of some sort to people who live in the cross river counties and work across the river? Property tax credit? State would have to be ok, I guess.
PIL 0899-alignment close to home-.xml	2/20/2019 8:10 Larry McDowell	Mr. McDowell asked to see the alignment in regard to his home. He asked about a sound barrier. Amber Schaudt notified him that the current plan does not include a sound barrier for this location. He requested that a sound barrier be installed. They have a very quiet neighborhood and would like to see something go in. He requested KMZ snapshots of the area around his home and the US 60 interchange. The file is attached.
PIL 0901-Project information-.xml	2/22/2019 2:37 Craig Morris	Mr. Morris called to ask when the tolling decision would be made and when the decision on how many of the US 41 bridges would remain. Amber Schaudt told him that our current alternatives only have one US41 bridge to remain. The tolling decision is will come sometime later this year
PIL 0902-Meeting request-.xml	2/22/2019 15:26 Craig Morris	Mr. Morris would like for a project team member to give a project update to the Regional Transportation Committee meeting on March 7th at 10:30 AM CST. Amber Schaudt will coordinate the speaker.
PIL 0903-Contact form submission-.xml	2/22/2019 16:44 Thomas Seybold	Mr. Seybold wrote: The central corridor I am ok with. But I do think a toll on big trucks especially ones going through Henderson and Evansville North high enough to "encourage" them to go interstate around Henderson and Evansville would be good. You could set up a cheaper pass system for local only traffic. Pipkin responded: Thank you for your message. It's been shared with the Project Team for their consideration.
PIL 0904-Sound Barrier-.xml	3/8/2019 16:05 Patrick Reising	Mr. Reising's comment: "We would definitely like to see a sound barrier built along Hwy 69 near residential areas."
PIL 0905-Sound barriers-.xml	3/8/2019 16:05 Michelle Reising	Mrs. Reising comment: " The new hwy is going to be 2 houses away and we would like a sound barriers."

PIL 0906-Traffic counts on US 41-.xml	3/25/2019 14:40 Justin/ John Holt	<p>Justin with Woodside Capital Partners called to ask some questions about the project, mainly about traffic. His firm is out of Texas and is under contract for a piece of property on US 41. Amber talked with him about the purpose of the project. Amber passed his contact information along to Brian Aldridge to answer his traffic questions. 3-25-19 4:30 PM Brian Aldridge spoke with Justin and explained the variation in the traffic forecasts.</p>
PIL 0911-Route Question - FB Comment-	3/26/2019 12:00 David Lippert	<p>Why not tie in the north section with the already finished Green River Rd junction with 69....</p> <p>Response: Hi, David -The cost to modify the interchange, provide full connectivity and additional length across the floodplain were all considerations. You can find more information about the Project Team's work in the Draft Environmental Impact Statement, linked here: https://i69ohiorivercrossing.com/deis/Thanks,ORX Social Media Team</p>
PIL 0907-I-69 Central Alternative 1 Map-	4/2/2019 16:45 Gene Warren	<p>Gene Warren called and requested electronic files of the current Central Alternative 1 mapping. Steve Nicaise emailed Mr. Warren the PDF of the Public Hearing Banner for Central Alternative 1 "CENTRAL-ALTERNATIVES-1A-AND-1B---Preferred-Alternative.pdf" that is on the project website, along with KMZ files for Central Alternative 1 "ORC_CA1_2018-10-09 (2).kmz" and the Pennyrile Pkwy upgrade "ORC_PENNYRILE_PKWY_2018-10-09.kmz".</p>
PIL 0910-Tolls - FB Comment-.xml	4/3/2019 12:00 John Arnholt	<p>How about if we keep one 41 bridge with a lower toll than the I69 bridge or if we keep both, have the same toll as crossing on the I69 bridge to have those bridges help pay for the extra two traffic lanes not needed for a long time.</p>
PIL 0908--.xml	4/9/2019 14:50 Jim Casey	<p>Mr. Casey called for an update. He has called previously on behalf of WFIE. I returned his call and left a message that I had no updates for him, but he can call me back at my cell phone number if there is something he would like to discuss. REF PIL-0851, PIL-0843, PIL-0805. Mr. Casey called me back and we discussed the status. I told him our geotech crews could not get out there last fall/winter due to the wet conditions. But we expect to complete the borings near the WFIE tower this spring. We still think impacts to the tower can be avoided. No changes to report regarding project timeline or preferred alternative.</p>
PIL 0909-Wanted project map update-.xr	4/10/2019 10:30 John Harding	<p>Mr. Harding wanted an update map. He says his property is in the interchange at US 41. He asked if we have funding to purchase property and when that would happen. Amber Schaudt told him that we are not to that phase of the project. We are now only working on getting to the FEIS/ROD. The purchasing of property would come after that.</p>
PIL 0912-wanted map-.xml	4/12/2019 14:03 Michael Buley	<p>Mr. Buley wanted a map of the proposed route close to the Ohio River. Amber provided him with the attached KMZ file.</p>
PIL 0913-NAACP meeting request-.xml	4/30/2019 9:59 Deborah Hoda-Jackson	<p>Ms. Hoda-Jackson will be hosting a meeting with the minority business leaders in Henderson. She has requested a member of the I-69 Project team attend to answer questions. Amber Schaudt will coordinate.</p>
PIL 0914-Cross-River Redundancy - FB Co	5/6/2019 10:00 Kelly Reynolds	<p>The accident this morning on the southbound twin bridge, is just another reminder of why we need to get a new bridge built. The best choice is the Central Corridor, away from the strip. In the words of Larry the Cable Guy....." Gett'r Done"!!!</p>

PIL 0915-Property Access-.xml	5/7/2019 14:25 Mr. Gene Warren	Mr. Warren made an appointment to meet with Steve Nicaise to discuss access to his property. Amber Schaudt provided KMZ files of the proposed roadway between Hwy 60 and US 41. The KMZ files are attached.
PIL 0916-Preferred Alternative-.xml	5/10/2019 13:30 Allan Condra	Mr. Condra came in to the project office to see what the preferred alternative was. He had lost touch with the project and came in to get an update. Amber Schaudt provided him with an update.
PIL 0917-Construction timeline-.xml	5/30/2019 17:42 Jennifer Calbert	Ms. Calbert wrote: When will the construction on the I-69 Bridge begin and end? Pipkin responded: Thank you for your message. The Project Team is currently reviewing comments on the Draft Environmental Impact Statement and conducting future analyses. The next steps will be the publication of the Final Environmental Impact Statement, followed by the Record of Decision. After both of those milestones, 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. Please let us know if you have any other questions.
PIL 0919-Construction on US 41 bridges-.xml	6/15/2019 10:40 Deb Dehart	Ms. Dehart wrote:I live NW of Evansville. Friends are coming from FLORIDA. I heard I-69 bridge is closed for several months. True? If so—Where can I view the details and see a detour map? Thank you for your help. Deb Pipkin responded: Thanks for contacting us. The work on the US 41 bridges isn't part of I-69 ORX, but it is an INDOT project. According to the website, the bridges are restricted, but not completely closed. INDOT's website for the Fix for 41 project is https://www.in.gov/indot/3459.htm . Please let us know if you need anything else.
PIL 0918-Mitigation process-.xml	6/18/2019 10:43 Steve French	Mr. French called to ask about the selection of the preferred alternative. He had a lot of questions about the timeline and when mitigation would happen. He mentioned that he owns property in Buckskin, IN. Amber Schaudt answered his questions about the current timeline. He asked to speak with the environmental lead. Amber passed his information along to Dan Prevost.
PIL 0922-Timeline - FB Comment-.xml	6/28/2019 17:00 Michael Wilson	Soooo once again any idea when you all might start construction? Traffic on HWY 41 is ridiculous and all we get are more environmental studies
PIL 0921-Tolls - FB Comment-.xml	6/28/2019 18:00 Brenda Walker Stone	No tolls on the twin bridges and keep them both open. Those bridges have long been paid for with tax money. And it would predominantly be hurting the locals of Henderson and Evansville.
PIL 0923-Traffic - FB Comment-.xml	6/29/2019 16:00 William Lansdale	Keep both 41 bridges open after 69 is built. There is and will continue to be a need for both sets of bridges between Evansville and Henderson to remain. Have these experts ever seen rush traffic or when accidents occur? A two way bridge does not cut it.
PIL 0920-Project update-.xml	7/9/2019 12:40 Jerry Vest	Asked for project update. Amber provided the latest information.
PIL 0924-project update-.xml	7/12/2019 14:30 Sandy Schraillier	Sandy wanted an update on the project. She is one of the properties that would be taken if the current alignment stays as is. She wanted to know if she should make improvements on her home or would the value be lost. Amber told her that her property would get a full assesment.
PIL 0925-FB Comment - Watson Lane-.xn	7/29/2019 10:00 Petrina Weiss	Will there be a meeting regarding those affected on Watson Lane in Henderson. We've heard nothing so far. Thank you

PIL 0926-Project update-.xml	8/29/2019 13:57 Gene Warren	Mr. Warren called for a project update and to ask when the FEIS/ROD will be released. Amber Schaudt told him that we do not have a date at this time or any updates.
PIL 0927-Tolling-.xml	8/31/2019 16:32 Nicholas Bockhorst	Mr. Bockhorst emailed:Has the organization settled on a toll option? I strongly oppose 41 toll and 69 toll. Please call me at 812-484-9194. Pipkin called him back, letting him know additional information about the preferred alternatives is being developed by the project team in the FEIS. And A bi-state body will be created to establish toll policy, which will include toll rates. Final toll policy will not be determined in FEIS.
PIL 0928-Project status and schedule-.xml	9/17/2019 9:24 Eric Brunning	Mr. Brunning wrote: Hi, I am writing to see if you can provide any update on the project's schedule. Is the FEIS and ROD still anticipated for November of this year? Also, is this project going to be a Design-Build procurement, or is this decision still pending finalizing tolls/funding? Thanks, Eric Brunning Pipkin wrote: Dear Eric, Thank you for your message. Many comments received after publication of the Draft Environmental Impact Statement suggested changes to the preferred alternatives, requiring additional studies and analysis. Based on this, the Project Team adjusted the FEIS and ROD schedule this summer and it will likely be extended beyond late 2019. The type of procurement and project financing has not been determined. As the states develop the project further through preliminary design and 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. Please let us know if you have any additional questions. Sincerely, Erin Pipkin ORX Public Involvement
PIL 0929-Project status-.xml	9/25/2019 10:25 Robert Cornbleet	Robert came in the office asking for a project update. Amber told him that we are working on the feedback we have received. No decision has been made at this point.
PIL 0930-Property owner seeking inform.	9/30/2019 8:00 Mike Weimer	Mr. Weimer owns the property at 3510 S Weinbach Ave. (Parcel No. 82-09-03-006-102.006-026). He has a person interested in purchasing the land. However the person will not sign any paperwork until he is able to find out how much the states will be taking of the property. Mr. Weimer has requested a meeting with someone to discuss this matter. Amber Schaudt will coordinate. 9:51 AM update: Amber Schaudt scheduled a meeting with Mr. Weimer and Dan Prevost for 10-2-19 at 11 AM in the Evansville Project office.
PIL 0931-Traffic - FB Comment-.xml	10/7/2019 0:00 Kelley Reynolds	That traffic on 41 was definitely a good reason to get a new bridge built!

<p>PIL 0934-Henderson KY Road Project-.x 10/8/2019 13:21 Kevin Zimny</p>	<p>Kevin Zimny originally reached out to John Rudd at KYTC's District 2 Office. Mr. Rudd referred Mr. Zimny to Marshall Carrier for questions about potential impacts to one of his commercial properties.</p> <p>Mr. Zimny wrote:</p> <p>In talking with our franchisee, he mentioned that he heard (not sure where) that the Preferred Alternate might have recently hit a road block because it would be going over an Indian burial ground.</p> <p>Can you confirm if that rumor is true or not and if so, could it potentially change the route and end up affecting our site? The reason I am asking all of these questions is because this store is due for a remodel which will cost close to \$1million but we want to be 100% sure that this project will not affect our store. We do not want to spend all of that money and 4-5 years down the road have to close the store due to a condemnation.</p> <p>Carrier responded:</p> <p>Impacts to Indian burial grounds have not officially been confirmed at this time with the preferred alternate alignment as currently proposed in the Draft Environmental Impact Statement. See link below for Preferred Alternate Alignments 1A & 1B. Please feel free to scan other portions of the website as it contains a lot of useful information about the I-69 ORX Project.</p> <p>https://i69ohiorivercrossing.com/updated-maps/deis-maps/ [i69ohiorivercrossing.com]</p> <p>I am showing the McDonald's location in Henderson as the address below:</p> <p>2053 US 41 NorthHenderson, KY</p>
<p>PIL 0932-Property Owner has Question-.x 10/10/2019 0:00 Mr. Walters</p>	<p>Mr. Walters has a question and suggestion pertaining to access.</p> <p>UPDATE: Dan Prevost spoke to Mr. Walters on 10/15/19. He wanted to ask about the possibility of extending Bob Posey Street (which is platted) to Kimsey Lane and then adding an access point to the highway at Kimsey Lane. In his opinion this would increase access from downtown Henderson to the highway. I explained that this would be challenging due to interchange spacing requirements and would also be outside the scope of the project.</p> <p>He also had some questions about the project schedule and the ROW acquisition process.</p>
<p>PIL 0933-Parrish Farms-.xml 10/15/2019 0:00 Parish Farms Letter</p>	<p>Recieved a certified letter from Parish Farms today. They are denying access to their property for field survey. Letter is attached.</p> <p>NOT RECEIVING IN WARRICK COUNTY FOR 60 DAYS, ONLY 1 OVERSIGHTING COMPLETELY THE CONCEPT OF ONE TWO LANE BRIDGE WITH HEAD-ON TRAFFIC AGAIN. THE VOLUME OF TRAFFIC IN MORNING AND EVENING RUSH AND IN STEADY DAILY FLOW.. HOW WILL THIS WORK?! IT'S ALREADY A DANGEROUS ENOUGH CROSSING IN VARIOUS CIRCUMSTANCES. IN THE. SITUATION OF WRECKS, MAINTENANCE OR WEATHER, IT IS A FRIGHTENING THOUGHT AFTER THE HISTORY OF INCIDENTS ON BOTH SPANS. MOST HEAVY " THROUGH " TRAFFIC WILL PASS EAST PN I - 69 SPAN. LOCAL AND MOTORISTS SEEKING FUEL, DINING OR LODGING WILL BE ADDED IN POSSIBLY TO U.S. 41 TRAFFIC MIX. IT DOESN'T SEEM FEASABLE AT THIS POINT OR IN THE FUTURE. I HAVE SPOKEN WITH KYDOT SPOKESMAN KEITH TODD SEVERAL TIMES ON THIS SUBJECT AND HE HAS ALSO STATED, TO ME, TIME AND TRAFFIC FLOW WILL BE A DEFINITE FACTOR FINAL DECISION AT POINT OF PROJECT'S COMPLETION.</p> <p>Pipkin responded:</p> <p>Thank you for your message, which I've shared with the project team.</p> <p>Traffic volume forecasts up to 2045 predict approximately 50,000-55,000 vehicles crossing the Ohio River in the project area daily. (It's appropriately 40,000 today.)</p> <p>With the proposed new I-69 crossing, which will initially be fours lanes, but will be wide enough to expand to six, plus one existing US 41 bridge that can carry two lanes of bi-directional traffic, there will be more than enough capacity. Given that, the estimated cost of \$145 million to maintain a second US 41 bridge would not be prudent.</p> <p>Please let us know if you have any questions or additional comments.</p>
<p>PIL 0935-Capacity over the Ohio River-.x 11/23/2019 15:23 Jeffrey McCutchan</p>	

PIL 0936-Map. Mr. Weimer came into th	12/9/2019 0:00 Michael Weimer	<p>Mr. Meimer wanted a map showing the location of his property and where I69 will be. He is going to sell his property and wants to show the new owner. I69 is taking some of his property, he owns the junk yard near wienbach. I printed a map showing what he needed and gave it to him.</p>
PIL 0937-Wanted infomation on I69-.xml	12/9/2019 0:00 John Janson	<p>Mr Janson is working on some I69 projects and wanted to get an update on the bridge. I sent him a map. He had some high level questions so I gave Dan's phone number. He may call.</p> <p>Update from Dan Prevost: I spoke to Mr. Janson on 12/9/19 and gave him an update on the status of the project. His primary interest is in the development of a truck stop project near Crane Naval Air Station, the timing of the bridge project, and anticipated traffic volumes once it is completed. I provided him traffic volume data as per the DEIS and told him that we hope to have a decision on the project by the middle of next year.</p>
PIL 0938-ORX Procurement-.xml	12/10/2019 10:43 Daniel DeMaria	<p>Mr. Demaria wrote: Steven:</p> <p>My name is Dan Demaria and I am the Senior Engineer for Construction Services at Pennoni Associates. My division provides bridge fabrication inspection at off-site locations throughout the nation primarily on DOT projects. We provided these services during the fabrication of the Milton Madison bridge project previously and currently are under contract with IN DOT for steel fabrication on an on-call basis.</p> <p>Pennoni has the experience with Indiana DOT and qualifications to provide these services for the I-69 Ohio River Crossing and would look forward to the opportunity to help deliver a successful project.</p> <p>I have included our fabrication inspection service brief for your review and would like to discuss this project with Parson in more detail. If there is a more appropriate person I should reach out to please forward this to them or kindly provide the contact information to me.</p> <p>I can be contacted at (610) 422-2356 our feel free to respond to this email.</p> <p>Respectfully,</p> <p>Dan</p> <p>Nicaise responded:</p> <p>Daniel, All of our project information is online at I69OhioRiverCrossing.com. The project is currently in the NEPA phase. A ROD is expected in 2020. No decisions Carol called to ask about selection of alternatives, were the West Alternatives 1 and 2 still on the table, how long will the bridge across the river be, and will US 41 be tolled. We told her that the preferred alternative was Central Alternative 1, with 2 tolling options. Decisions are still being made by the states. Much of the decision making is focused on project financing. No decisions have been made with respect to tolling US 41.</p>
PIL 0939-Project Status-.xml	1/7/2020 11:30 Carol Griffis	
PIL 0941-DES number-.xml	1/9/2020 16:34 Phillip Anderle	<p>Mr. Anderle wrote: Is there a des number or some other unique number to keeping track of this project in INDOT's web site and construction notices?</p> <p>Pipkin responded: Dear Philip,</p> <p>Thank you for your message. The DES number for the project is 10601700.</p> <p>Please let me know if you need anything else.</p> <p>Erin PipkinORX Public Involvement</p>

		<p>Mr. Casey wrote: Steve,</p> <p>Just checking back in to see where things were at regarding the project. I think we last spoke in June and I wanted to follow-up for an update for my client.</p> <p>Thanks again for all your assistance to date.</p> <p>Jim</p> <p>Steve Nicaise responded: Hi Jim,</p> <p>The states are still working through decisions on final alternative, tolling, and interchange layouts at the north and south ends of the project. Nothing that would change impacts to WFIE, although the project team still believe that there will be no direct impacts to the tower or support structures.</p> <p>Thanks!</p>
PIL 0940-WFIE-.xml	1/14/2020 16:52 Jim Casey	
		<p>Mr. Zimny contacted Marshall Carrier directly to see if there was an update on the project. Marshall responded: At this time we are still further evaluating Alignments 1A and 1B per the Draft Environmental Impact Statement. The Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) are expected later this year. Thus far, there have not been any environmental topics that have arisen which would cause discussion of shifting our perspective from either 1A or 1B.</p> <p>Thanks for your interest in the project.</p>
PIL 0943-Project schedule-.xml	2/6/2020 10:08 Kevin Zimny	
		<p>Mr. Peschiera contacted Jim Poturalski directly to ask for an update on the procurement schedule. Jim responded: The I-69 ORX project is still in the environmental (NEPA) stage so an overall procurement schedule won't be known until this phase of the project is complete. The current schedule calls for the Final EIS and Record of Decision to be completed later this year. To be able to track the progress of the project, you may want to visit the project website at: www.i69ohiorivercrossing.com [i69ohiorivercrossing.com]</p> <p>Once you are on the website, you can sign up for notices, alerts, etc.</p> <p>Thank you for your interest in this project. Let me know if there is anything else that I can help you with.</p>
PIL 0944-Procurement schedule-.xml	2/7/2020 9:40 Gonzalo Peschiera	
		<p>Larry Owens stopped in to see if there was an update on the procurement schedule. He said he met with Janelle and a few others about a year ago. He wasn't asking for another meeting, per se, but asked for an update.</p>
PIL 0942-Procurement schedule-.xml	2/11/2020 10:30 Larry Owens	
		<p>What is the timeline for when a completed bridge will happen?</p>
PIL 0949-Timeline - FB Comment-.xml	2/26/2020 0:00 Miriam Thomas	
		<p>When could we expect to see a bridge being built?</p>
PIL 0950-Timeline - FB Comment-.xml	2/26/2020 0:00 John Arnholt	
		<p>This is the most ridiculous process I've ever seen. I-69 runs from Canada to Evansville And then from all of that traffic dumps onto Hwy 41. This environmental study that has lasted years is absurd.</p>
PIL 0948-FB Comment-.xml	2/27/2020 0:00 Michael Wilson	

PIL 0945-Project status-.xml	2/27/2020 11:45 Steve Raleigh	<p>Mr. Raleigh called to get an update on the status of the FEIS. Erin talked him through the highlights of the DEIS and let him know we hope to publish the FEIS later this year, pending additional analysis.</p> <p>Mr. Raleigh mentioned his neighbor said there are several unmarked cemeteries on the bank of the Ohio River where Central Alternative 1 is located. Erin encouraged him to have his neighbor call her or email the project email with that information.</p> <p>UPDATE: Dan Prevost called Mr. Raleigh on 2/28 at 2:00 p.m.</p> <p>Mr. Raleigh provided contact information for Skip King (270-860-6662). See separate PIL record for contact with Mr. King.</p> <p>Mr. Raleigh also mentioned a map of cemeteries in Henderson County prepared by Jim Blue. After the call, Dan confirmed that Gray & Pape reviewed that resource during preparation of the Phase 1 Archaeological Survey Report.</p>
PIL 0946-Cemeteries near project area-.x	2/28/2020 14:30 Skip King	<p>See PIL 0945. Mr. Raleigh recommended contacting Mr. King regarding several cemeteries in the area.</p> <p>Dan Prevost called Mr. King.</p> <p>Mr. King farmed the Hatchett farm for many years and worked on the farm as a kid in the 1960s. He said that there is a Dempewolf family cemetery on the Hatchett property that is well marked - fenced and headstones present. The alignment bisects the Hatchett farm, but the archaeological survey report makes no mention of a cemetery on this property, which is 250 acres. It is assumed that if the cemetery was in the proposed ROW, it would have been noted in the report.</p> <p>Mr. King indicated that the Spalling property, to the east of the Hatchett property includes 4 additional cemeteries, only one of which is marked. The project would not impact the Spalling property.</p>
PIL 0947-Henderson interchange-.xml	3/6/2020 15:42 Kiran Patel	<p>Mr. Patel wrote:</p> <p>Mr Marshall I am sorry I was not able to send in latter in time how ever with your information I am able to get some Intrest on land Development. Two of the party is requesting some Ariel drawing of new proposed exit ramp and if I can convince Henderson will have national Grocery store for the first time.</p> <p>If you can provide me with current traffic count and Ariel picture or just a drawing suggested current route I be in your debt.</p> <p>Marshall Carrier responded:</p> <p>Thanks for your interest in the I-69 ORX project. Below are links to the current Draft Environmental Document, preferred alternatives, and traffic appendix. This is the same document that was shared with attendees at the December 2018 public hearing.</p> <p>https://i69ohiorivercrossing.com/deis/</p> <p>https://i69ohiorivercrossing.com/updated-maps/deis-maps/</p> <p>https://i69ohiorivercrossing.com/wp-content/uploads/2018/12/32_Appendix_D-1_Traffic_Technical_Report.pdf would also recommend checking back to the project website regularly to see if there have been any updates to project documentation.</p>
PIL 0952-US 41 bridge-.xml	3/11/2020 18:00	<p>Via Textedly:</p> <p>Is interstate I-69 closed due to the virus? Coming from Kentucky to Evansville Indiana?</p> <p>Pipkin responded:</p> <p>Thank you for your message. I am not aware of any road closures at this time. Have a safe trip.</p>

PIL 0951-Procurement-.xml	3/23/2020 12:55 Major Goodwin	<p>M. Goodwin wrote: How can I bid on the job project ?</p> <p>Pipkin responded: The I-69 ORX project is still in the environmental (NEPA) stage so an overall procurement schedule won't be known until this phase of the project is complete. The current schedule calls for the Final EIS and Record of Decision to be completed later this year.</p> <p>To be able to track the progress of the project, you may want to visit the project website at: www.i69ohiorivercrossing.com.</p> <p>If you haven't already done so, you can sign up for notices, alerts, etc.</p> <p>Thank you for your interest in this project. Let me know if there is anything else that I can help you with.</p>
PIL 0953-FEIS schedule-.xml	4/22/2020 15:51 Olivia McFadden	<p>Ms. McFadden wrote: I hope you are well during these times. I wanted to know if there is an updated timeline for the procurement process. I understand that FHA, INDOT and KTC intended to publish a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) in late 2019. Have any documents been released yet?</p> <p>Pipkin responded: The I-69 ORX project is still in the environmental (NEPA) stage. The current schedule calls for the Final EIS to be completed later this year.</p> <p>If you haven't already done so, you can sign up for notices, alerts, etc. via the "contact us" button on the website.</p> <p>Thank you for your interest in this project. Let me know if there is anything else that I can help you with.</p>
PIL 0954-FEIS date and tolling-.xml	4/23/2020 15:50 B. Fox	<p>B. Fox wrote: I'm interested in knowing when the I-69 ORX Record of Decision is expected to be received. Also, has a time frame been estimated when construction might commence? If so, may I ask what that time frame is?</p> <p>Pipkin responded: The Project Team continues its work to identify a single preferred alternative and develop the Final Environmental Impact Statement. There's not an updated timetable to share at this point.</p> <p>Work on the Kentucky side of the river (approach work and extending I-69) is expected to begin in 2022. The start of construction on the new bridge will be determined by the availability of funding.</p> <p>Please let us know if you need any additional information.</p> <p>B. Fox responded: Thank you for your response. I assume your reference to a "single preferred alternative" to mean the selection of either Central Alternative 1A or Central Alternative 1B, which are differentiated only by tolling options.</p> <p>Is it correct to say that when the single preferred alternative is selected the FEIS will be complete and then published? When might that happen? While you mention there's no official updated timetable, surely the ORX Project Team has a general time frame in mind. Is FEIS completion expected this year, or 2021, or is it still undetermined? And when completed and submitted, does the Project Team expect to be receiving both approval of the FEIS and the ROD at the same time?</p>

PIL 0955-Project schedule-.xml	5/7/2020 11:27 Dottie (Fairfield Inn Wes	<p>Dottie called to get a general update about the project, including when construction might start around Evansville. All hotels are hurting with the COVID-19 restrictions, so she hoped engineers might still be working or contractors might start construction soon. She asked the Project Team to consider the Fairfield Inn West in Evansville when they are in town for meetings.</p> <p>Erin Pipkin explained the NEPA timeline and said she'd pass the message along.</p>
PIL 0956-Text messages-.xml	5/11/2020 17:22 N/A	<p>Subscriber wrote: But I never get any updates on this project by text.</p> <p>Pipkin responded: Have you never received texts or are they very sporadic? While the Project Team has been working on the FEIS, we haven't had regular updates like we did in 2018. This communication channel is still open though.</p>
PIL 0957-Fix for 41-.xml	5/14/2020 13:00 Rex Vast	<p>Mr. Vast called with questions regarding the Fix for 41 project. Erin Pipkin spoke with Jason Tiller at the Vincennes District and he called Mr. Vast to provide additional information.</p>
PIL 0958-Map of Central Corridor-.xml	6/11/2020 10:18 Misty Todd	<p>Ms. Todd wrote: Can you please send me a map of the chosen corridor. I own a business and I am concerned this may effect our business.</p> <p>Pipkin responded: Thank you for your message.</p> <p>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. A map of Central Alternatives 1A and 1B is attached.</p> <p>Both include a 4-lane I-69 bridge and retain one US 41 bridge. The only difference is the tolling scenario:</p> <ul style="list-style-type: none"> - 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. <p>Please let us know if you need anything else.</p> <p>Ms. Todd responded and asked what ROW impacts there may be at her preschool.</p> <p>Pipkin responded that, "At this time we do not see there being any property impacts on Richardson Ave."</p>
PIL 0959-Contact link-.xml	6/11/2020 16:10 Chad Gray	<p>Mr. Gray wrote to Steve Nicaise: I work for Malcolm Drilling and was wondering if you had information on the foundation plans for the I-69 Ohio River Crossing. If you have any information you can pass along Malcolm is very interested in this project.</p> <p>Nicaise responded: We don't have any information that we can share. The project is in the NEPA phase, and details regarding foundations will be developed in later preliminary and final design phases.</p> <p>You can keep track of our progress by visiting our website at: i69ohiorivercrossing.com.</p>

<p>PIL 0960-Sound barriers-.xml</p>	<p>Chaney wrote: What are the plans for a sound barrier for Arlington subdivision? The traffic is already extremely noisy and will purposely increase many times over after this project is complete simply by the increased volume of traffic. Thank you.</p> <p>Pipkin responded: The Draft Environmental Impact Statement (DEIS) included analysis of both existing and future noise levels for each of the alternatives. The analysis is summarized in Section 4.2.10 of the DEIS, with additional detail provided in the Noise Impact Analysis Report, in Appendix G of the DEIS. Both documents are available here: https://i69ohiorivercrossing.com/deis/</p> <p>As shown on Figure 4.2-31 (page 4-115) of the DEIS, multiple barriers were analyzed adjacent to the Arlington Subdivision. One barrier, located on the east side of the existing highway between the northbound entrance ramp (near Melwood Drive) and KY 351/Zion Road was found to meet Kentucky's effectiveness and cost criteria. Therefore, at this preliminary stage, that barrier is considered "likely." Following the Final EIS and Record of Decision (anticipated late this year or early next year), as the project's design is advanced, the barrier will be re-analyzed. Prior to any final decision, the affected property owners will be surveyed to confirm that a barrier is desired.</p> <p>If you would like to discuss the findings of the analysis or the process further, please let me know and I will have a project team member contact you.</p>
<p>PIL 0961-Tolling-.xml</p>	<p>Mr. Carleton wrote:Upon review of the layout is seems you will need to set up tolling for both bridges, Alternative 1A, as multiple cars and trucks will exist an bypass the new I-69 bridges to avoid the toll and get back on at the next major interchange.</p> <p>This will create a problematic traffic situation for local traffic. It is suggested the local population possibly could get some special discounted [or no] toll based on registration/signup and vehicle registration address. I assume the technology would be available to do this by this time with license plate readers, etc.</p> <p>Pipkin responded: Thank you for your message. I've shared your feedback with the Project Team.</p>
<p>PIL 0962-Bike Path on Bridge-.xml</p>	<p>Indiana Trails and Better Transit Now request that INDOT and KYTC include a separated bicycle-pedestrian multi-use pathway on the new I-69 Ohio River bridge.</p> <p>7/17/2020: Dan Corbin responded via email to acknowledge receipt of the comment. Response letter on SharePoint at: https://parsons365.sharepoint.com/sites/I-69/DM/Record%20Documents/20200717%20LTR%20Acknowledgement%20of%20Indiana%20Trails%20registered%20comments%20I-69%20ORX.pdf?csf=1&web=1</p>
<p>PIL 0964-I69 Project-.xml</p>	<p>Laurie Maudlin wrote to Daniel Corbin:</p> <p>Dan - I was wondering if you might be able to help me with a question. I was asked about a study that was performed to project the toll revenues for the new I69 bridge, and I was wondering if I might be able to get a copy of it?</p> <p>Thanks so much.</p> <p>Corbin responded:</p> <p>Thank you for the inquiry. The requested documentation is a deliberative document that will be used to inform future decisions and is not available for public distribution. The DEIS section 4.8.2 & 4.8.3 discuss tolling options, funding alternatives, and financial feasibility of the project. The FEIS will provide more details in regards to the question of project financing in order to arrive at a record of decision. Once again, thank you for reaching out.</p> <p>Cheers!</p>

PIL 0968-I-69 ORX Project Update-.xml	<p>Mr. Peschiera wrote: Good afternoon Jim,</p> <p>I hope this email finds you well, would the NEPA report be completed by the end of the year?</p> <p>Poturski responded:</p> <p>The current schedule for the FEIS and ROD is anticipated to be late in this year or more likely into early 2021.</p>
<p>7/30/2020 14:31 Gonzalo Peschiera</p>	<p>A radio news report on 107.5 this morning noted that Hwy. 41 was the “deadliest” highway in the state of Indiana. First thought I had, –would I-69 (when completed) take enough traffic off Hwy. 41 to possibly make a difference in that statistic?</p> <p>If thought so, it might be another selling point.</p> <p>Steve Austin</p>
<p>PIL 0963-Just something I heard on the r:</p>	<p>7/31/2020 10:47 Steve Austin</p> <p>Ride Illinois requests that INDOT and KYTC include a separated bicycle-pedestrian multi-use pathway on the new I-69 Ohio River bridge.</p>
<p>PIL 0965-Bike Path on Bridge-.xml</p>	<p>8/3/2020 0:00 Dave Simmons</p> <p>@I69ORX</p>
<p>PIL 0966-Twitter Comment-.xml</p>	<p>8/12/2020 0:00 John Martin</p> <p>When can we expect to hear from you again?</p> <p>Mr. Zollinger wrote:</p> <p>I am a Hoosier who was recently made aware of the development of the ORX-69 project. I have read Chapter 2 of the DEIS and I have a concern about a lack of information concerning alternative modes of transportation, specifically those who desire to hike or bike between Henderson and Evansville. While hiking and biking on US 41 is not the safest way to cross, it is still possible, even if drivers honk and express their frustration. However, if the US 41 bridges are replaced with an Interstate bridge, non-motorized traffic will be illegal, effectively cutting the region in two for those of us who prefer to utilize alternative modes of transportation.</p> <p>In the DEIS, 2.2.2 paragraph 2 starts off stating, “The states are committed to maintaining cross-river mobility for the area.” How can this statement be true if there are no accommodations for bicyclists, those who walk, use a scooter, skateboard, inline skate, and much, much more? As is stated in the DEIS, the US 41 bridge is “the only crossing of the Ohio River for the Evansville – Henderson area.” I am very concerned that hike and bike accommodations have not yet been addressed in the design phases of this project.</p> <p>I respectfully ask that hike and bike accommodations are added to this project in order to maintain cross-river mobility for the area. I would appreciate a response to this e-mail.</p> <p>Thank you for your consideration.</p> <p>Pipkin responded:</p> <p>Thank you for your message. I apologize for the delay in getting back to you.</p>
<p>PIL 0967-Hike and Bike Accommodations</p>	<p>8/13/2020 13:52 Derek Zollinger</p>

PIL 0970-Project Update-.xml	9/11/2020 12:50 Greg Kitscha	<p>Mr. Kitscha wrote: Hello, I am hoping to get an update on the status of development for this project to get a better understanding of timing and scope for procurement, and procurement model(s) being considered.</p> <p>Pipkin responded: Thank you for your message. The FEIS and ROD, anticipated to be published in early 2021, must be finalized before the procurement is refined. If you haven't already, please sign up for our e-newsletter (www.I69ohiorivercrossing.com/contact-us) or continue monitoring the website to stay informed of our progress.</p> <p>Please let me know if you have any other questions.</p> <p>Marshall Carrier responded:</p> <p>We are currently in the environmental documentation phase of the project. We are working with our bi-state partner INDOT in the development of the environmental impact statement. Once crafted, we will continue to work with federal review agencies for review and concurrence. Please feel free to send us information about your company for the States to review. Please also visit our website www.I69ohiorivercrossing.com [I69ohiorivercrossing.com] for the most up-to-date project information and there you can sign up for project updates as they become public. Thanks for reaching out on this important project.</p>
PIL 0974-Evansville Trails-.xml	9/17/2020 0:00 Lorie Ann Van Hook	<p>A certified letter was mailed to Marshall Carrier and Jim Poturski (please see attachment).</p>
PIL 0971-I-69 ORX Update-.xml	9/17/2020 22:33 Joe Bird	<p>Mr. Bird wrote:</p> <p>I saw the new video you all posted on Facebook a day ago and I'm writing to follow up so I can put together an I-69 update as I don't remember reporting anything since the pandemic hit.</p> <p>I see the video says the final environmental impact statement and record of decision are expected late this year or early 2021. What sort of details will be in those two reports? I'm not looking for specifics details, just the general idea of what those reports entail.</p> <p>It also says the start of construction will be determined by the availability of funding. Is this federal funding, state, etc..?</p> <p>Also, any general details you can provide for an update would be wonderful! I'm just looking to do a quick 30-40 seconds update on air.</p> <p>Mindy Peterson responded:</p> <p>FEIS/ROD: The Final Environmental Impact Statement (EIS) will address the comments received on the Draft EIS and identify a single preferred alternative. The Federal Highway Administration issues the Record of Decision (ROD), which confirms a selected alternative.</p> <p>Funding: The project will be funded through a combination of federal and state funds (from both states) and toll revenue. The states could also apply for federal grants.</p>

PIL 0969-Preferred alternative-.xml	9/22/2020 10:12 Brittney Poppel	<p>Ms. Poppel wrote: Good afternoon!</p> <p>Can you please tell me the status of the I-69 Ohio River Crossing project at the current time? Has a preferred alternative been chosen?</p> <p>Pipkin responded:</p> <p>Thank you for your message.</p> <p>The DEIS - which was published in December 2018 - 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. The public and resource agencies provided comments on the DEIS at public hearings and via several other communication channels. These comments suggested changes to the preferred alternatives presented, which requires additional analysis before reaching a decision on how to proceed. The Project Team continues to work toward the selection of a preferred alternative and the development of the FEIS and ROD and expects to publish the FEIS in early 2021.</p> <p>To learn more about the preferred alternative, visit www.i69ohiorivercrossing.com/DEIS.</p>
PIL 0972-GC - I-69 River Crossing-.xml	10/19/2020 11:57 Maury Morteza Tayaran	<p>Mr. Tayaran wrote: I appreciate if you provide me the name of the general contractor for the subject contract. Thanks.</p> <p>Pipkin responded: Thank you for your email. I</p> <p>Procurement and the selection of a contractor can not move forward until the FEIS is published and FHWA issues a ROD, which is expected next year.</p> <p>Please let me know if you have any other questions.</p>
PIL 0973-C-Link -.xml	10/27/2020 10:46 Melissa Mershon	<p>Ms. Mershon wrote: Can you tell me if you are the former C-Link? C-Link was a member of Kentuckians for Better Transportation. I am searching for the correct contact.</p> <p>Pipkin responded: Thank you for your message.</p> <p>I-69 ORX is a project that is sponsored by INDOT and KYTC to study options for connecting I-69 across the Ohio River between Evansville and Henderson. It is not result of the former C-Link organization.</p> <p>There is an advocacy organization, Bridgeline, which may be closer to C-Link's mission. Their website is www.69bridgeline.com.</p> <p>More information about our project is available at www.i69ohiorivercrossing.com. Please let me know if you have any other questions.</p>

Mr. Vorst wrote:

Is there a general timeline for when the actual construction of the project is going to start?

Pipkin responded:

Thank you for your message.

Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX). The states are moving the project forward and anticipate the Project Team finalizing the Environmental Impact Statement in the coming year (2021). Both states are committed to the river crossing that will complete the I-69 connection between Henderson and Evansville.

Leaders of both states are fully engaged in project development including completing the federally mandated environmental review process, identifying a single preferred alternative and crafting a financial plan. The states are working toward a solution that will allow federal approval of a new I-69 crossing in 2021 and the start of construction of ORX Section 1 on the Kentucky side in 2022.

Mr. Vorst responded:

Thanks Erin. Do you know when is the final environmental document going to be published? The DEIS is just a draft, correct?

Pipkin responded:

Hi Brent, that is correct. The Final Environmental Impact Statement (FEIS) will be published next year.

[PIL 0975-Timeline-.xml](#)

11/5/2020 14:04 Brent Vorst

Mr. Broadway wrote:

May I get an idea on timing for this project? Has the preferred alternative been officially selected?

If not, when? When is Environmental Clearance and Row acquisition expected?

Who is the point of contact where I can direct emails too? Thank you for any information you can provide.

Pipkin responded:

Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX). The states are moving the project forward and anticipate the Project Team finalizing the Environmental Impact Statement in the coming year (2021).

Leaders of both states are fully engaged in project development including completing the federally mandated environmental review process, identifying a single preferred alternative and crafting a financial plan. Once the environmental document is completed and a Record of Decision is issued, the preferred alternative will be refined and right of way acquisition will move forward.

The states are working toward a solution that will allow federal approval of a new I-69 crossing in 2021 and the start of construction of ORX Section 1 on the Kentucky side in 2022.

Please let me know if you have any other questions.

[PIL 0976-Timing-.xml](#)

11/11/2020 15:59 Lance Broadway

I see on the website that the last update was June 2020 and at that time both offices were closed due to the COVID-19 pandemic. Can you tell me at what stage this project is at? Specifically if it will be design-build, PPP or another alternative? Specifically who would be responsible for QA during construction.

Thank you any updates would be appreciated.

Pipkin responded:

Thank you for your message.

The states continue to work together to find a financial approach to deliver this important project. Both Kentucky and Indiana are fully engaged in project development including completing the federally mandated environmental review process, identifying a single preferred alternative and crafting a financial plan. The procurement approach will not be finalized until the environmental review process is complete, which is anticipated next year.

The states are working toward a solution that will allow federal approval of a new I-69 crossing in 2021 and the start of construction of ORX Section 1 on the Kentucky side in 2022.

We will keep the website - www.i69ohiorivercrossing.com - updated with the progress of the environmental process.

Please let us know if you have any other questions.

[PIL 0977-I-69 Ohio River Crossing-.xml](#) 12/14/2020 14:23 Daniel DeMaria

Ms. Calbert wrote:

When will you guys start building I-69 over the Ohio River?

Pipkin responded:

Thank you for your message.

Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX). The states are moving the project forward and anticipate the Project Team finalizing the Environmental Impact Statement in the coming year (2021). Both states are committed to the river crossing that will complete the I-69 connection between Henderson and Evansville.

Leaders of both states are fully engaged in project development including completing the federally mandated environmental review process, identifying a single preferred alternative and crafting a financial plan. The states are working toward a solution that will allow federal approval of a new I-69 crossing in 2021 and the start of construction of ORX Section 1 on the Kentucky side in 2022.

Please let me know if you have any other questions.

[PIL 0978-Construction-.xml](#) 12/30/2020 21:58 Jennifer Calbert

Mr. Bockhorst wrote:

Good Morning,

I'm writing my letter to voice my opposition to a possible toll on the new I-69 bridge over the Ohio River. Toll bridges create an unnecessary financial burden on the working class and vast research confirms the issue.

Free and accessible roads may offer economic benefit for state revenues and for the users. Therefore the new bridge may be paid off with the future economic benefit in the form of business growth. Has your team conducted a cost-benefit analysis to compare a toll and a free option for the new bridge? Has your team decided to include a toll for the new bridge or be free for all users?

Respectfully,
Nicholas Bockhorst

Pipkin responded:

Thank you for your message.

The Draft Environmental Impact Statement (DEIS) published in December 2018 includes 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 four-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.

The states continue to explore all potential funding options, including traditional

[PIL 0984-Suggestion-.xml](#)

1/10/2021 12:53 Nick Bockhorst

Mr. Felker wrote to Steve Nicaise:

I see you listed as Parsons' PM on the I-68 ORX Project Looking for an update as to when this project might advertise/bid? Thank you.

Pipkin responded:

Thank you for your message.

Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX). The states are moving the project forward and anticipate the Project Team finalizing the Environmental Impact Statement this year.

Leaders of both states are fully engaged in project development including completing the federally mandated environmental review process, identifying a single preferred alternative and crafting a financial plan. Once the environmental document is completed and a Record of Decision is issued, the preferred alternative will be refined and right of way acquisition will move forward.

The states are working toward a solution that will allow federal approval of a new I-69 crossing in 2021 and the start of construction of ORX Section 1 on the Kentucky side in 2022.

Please let me know if you have any other questions.

[PIL 0983-I-69 ORX-.xml](#)

1/18/2021 11:16 Bill Felker

		<p>Mr. Segal wrote to confirm:</p> <p>Good morning, Daniel. I trust this note reaches you well. Macquarie has been following the I-69 ORX project for some time; we understood that delivery method was undetermined and that a P3 was a possibility. Has delivery method been determined ie, DB vs DBFOM?</p> <p>I note the news story this morning that included the following: "Kentucky and Indiana will share costs for the \$1.5 billion design and construction of the project using a combination of toll revenue and existing federal and state transportation funds."</p> <p>To me, this suggests DB but I don't want to be presumptuous. Macquarie would be very interested in the project if it was a P3 model; would welcome an opportunity to discuss, if appropriate.</p> <p>Best, Geoff</p> <p>Pipkin responded:</p> <p>Thank you for your message. I apologize for the delay in my response.</p> <p>As you know, Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX), recently selecting Central Alternative 1B as the preferred alternative. The states anticipate the Project Team finalizing the Environmental Impact Statement (EIS) this year. An Initial Financial Plan will be prepared prior to the FEIS/Record of Decision, but no decision has been made regarding the procurement method.</p>
PIL 0981-Procurement-.xml	1/19/2021 0:00 Geoff Segal	<p>Mr Haas wrote:</p> <p>Has the route changed since 2019 ? Last night on the news the said no homes where impacted on indiana side of the river.</p> <p>Pipkin responded:</p> <p>The route has not changed since the DEIS was published, so it is anticipated that your home would be impacted. I am trying to find an updated timeline for land acquisition activities to begin.</p> <p>The project office is closed due to COVID. But if you'd like to talk, you can reach me at (317) 966-7301.</p> <p>Mr. Haas responded:</p> <p>Thank you. I must have misunderstood.</p>
PIL 0982-Route-.xml	1/21/2021 10:12 Dan Hass	<p>Mr Pennington wrote to ORX and Judge Schneider:</p> <p>I just wanted to take a minute to express my views on the Central route that is most likely the route you have selected. Mostly along the route it looks as if you did a great job at staying away from homes and having any residential impact, except for the Stepping Stone area of Henderson (Cobblestone Drive)? My home will be approximately 300-feet from the roadway because of the angle it cuts across a farm field behind my residence. There are closer homes than mine affected and I'm sure they would agree that this could be avoided by staying behind the tree line in the field. I'm sure the route is set in stone but I just wanted to voice my opinion on the route and show you the attachment. The yellow box is the field behind my home and the blue line would be my preferred path which would keep the roadway in farm fields but further from residential areas and a natural sound barrier of a tree line. I know there are very few homes on Cobblestone Dr but I wanted to let you know I am not excited about an interstate running 300 feet or less from my home in plain view. I was told in one of the meetings that there were so few homes affected by the decibel level that they wouldn't even consider a sound barrier. I have copied Judge Exec. Schneider in hopes he hears my voice and might possibly understand where I'm coming from. Feel free to respond or call me on my cell phone at 270-724-1405 if you would be willing to discuss more.</p> <p>Judge Schneider responded:</p> <p>I hear you, and I can understand your concern. I'll rely on the ORX team to explain the engineering factors behind the exact path they've mapped out near your subdivision. I know throughout the process of choosing the Central route that its very low direct impact on homes and businesses heavily worked in its favor. It's hard to construct something as large as an interstate highway without making some choices that will please absolutely everyone, though. I'm sure there is still a chance some sound barriers could be included in some sections of the</p>
PIL 0979-I-69 Route Preference-.xml	1/27/2021 13:06 Ben Pennington, Brad Sc route.	

Ms. Parker Andrews wrote:

Greetings from the Henderson Rotary Club!

Our club has enjoyed a past presentation from your team (in May 2018), and with news of updates having been recently shared, I was hoping we could schedule a presentation to our club with those updates. Our club is currently meeting via Zoom on Thursdays, beginning at 12:15 pm. Speakers typically have about 30-40 minutes to present, depending on the amount of time you might want to leave for questions. We have been having between 20-30 members on our Zoom meetings, which are recorded (if you give permission) and uploaded to our Rotary YouTube Channel.

If you are able to present, I have the following dates open on our calendar: 3/18, 4/1, 4/8, 4/15, 4/22 and 5/6.

Please let me know if I can answer any questions and if this is a program we can get scheduled. I know our club will be very interested in your updates.

Thank you!
Jennifer Parker Andrews

Pipkin responded:
Hi Jennifer,

We have a team meeting on Tuesday, so I'll get back with you then about some available dates. I know it is unlikely to be before mid-April.

Wow, what a wild ride the last year has been. I hope you are well and business is returning to some degree of stability for you. Is there anything new on the I-69 ORX project that you could share with me or give me any milestone dates that are being looked at for this project?

Jim Poturski responded:

Yes it was quite a year in 2020. Along with many of my INDOT colleagues, I continue to work remotely, but with the technology available, it has been fairly seamless for me. It is fitting that today is Groundhog's Day, as it seems like we have been in the same routine since last March. I am sure we will all look forward to later this year when we can begin to return to some level of pre-COVID routine.

First, I wanted to let you know that Kevin Jasinski has recently taken on a new position outside of INDOT. Also, we also have hired a new Project Manager for this project. Dan Corbin is assigned to the ORX project although I am staying on in my technical advisor role. Although the project team has had some changes within INDOT, the project has some recent news to report.

As you may know, Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX), recently selecting Central Alternative 1B as the preferred alternative (which retains one un-tolled US 41 bridge and a tolled I-69 new crossing). The states anticipate the Project Team finalizing the Environmental Impact Statement yet this year. Once the environmental document is completed and a Record of Decision is issued, the preferred alternative will be refined and a financial plan will be crafted. The states are working toward a solution that will allow federal approval of a new I-69 crossing later this year and the start of construction of ORX Section 1 on the Kentucky side

[PIL 0980-Henderson Rotary Club-.xml](#)

1/27/2021 16:06 Jennifer Parker Andrews

[PIL 0985-I-69 ORX Project-.xml](#)

2/1/2021 13:47 Phillip Anderle

	<p>Mr. Peschiera wrote: I hope this email finds you well, do you have an update on the I-69 bridge project?</p> <p>Poturalski responded: Kentucky and Indiana continue to make progress on the I-69 Ohio River Crossing (ORX), recently selecting Central Alternative 1B as the preferred alternative (which retains one un-tolled US 41 bridge and a tolled I-69 new crossing). The states anticipate the Project Team finalizing the Environmental Impact Statement yet this year. Once the environmental document is completed and a Record of Decision is issued, the preferred alternative will be refined and a financial plan will be crafted. The states are working toward a solution that will allow federal approval of a new I-69 crossing later this year and the start of construction of ORX Section 1 on the Kentucky side in 2022.</p> <p>As new details emerge on the progress of the project, feel free to reach out to myself or Dan Corbin (INDOT Project Manager for the I-69 ORX project) or continue to follow our project website for the latest information.</p> <p>Thanks for your interest in this project.</p>
<p>PIL 0986-I-69 ORX Project Update-.xml</p>	<p>2/4/2021 14:50 Gonzalo Peschiera</p>
<p>PIL 1159-Section 1 Shortlist-.xml</p>	<p>2/16/2021 10:30 Jonathan Nunn</p>
	<p>Mr. Nunn wrote: I'm hoping that you can help me with information on the procurement process for the I-69 ORX project. Buckner would appreciate the opportunity to provide any crawler cranes needed for this project. I have attached info on who we are and what we can provide. Any information that you can share about the companies that are bidding this project would be helpful as I assume that they will be responsible for providing the hoisting for the project. Let me know how we can get involved.</p> <p>Steve Nicaise responded: The I-69 Ohio River Crossing Section 1 Design Build procurement has started, and there are four shortlisted Design Build Teams. You can find information about the shortlisted proposers at: https://transportation.ky.gov/Construction-Procurement/Pages/Design-Build-Projects.aspx</p> <p>The states are still considering the timing and contract type for Section 2. You can find more information about the overall project and Section 2 at: https://i69ohiorivercrossing.com/</p>
	<p>Mr. Ragle wrote: I'm hearing some chatter from various contractors about this project. Is there any information out there for us to pursue at this time? We would like the opportunity to partner with a group designing/building this project.</p> <p>Any leads or help would be appreciated.</p>
	<p>PIL 0987-I-69 Ohio River Crossing-.xml</p>
	<p>2/24/2021 15:45 Jason Ragle</p>

	<p>Ms. D'Orazi wrote:</p> <p>Good afternoon:</p> <p>I'm Mariella Dorazi. I was in touch with you a while ago, as you can see in the previous emails.</p> <p>I would like to have information about the design details that are being considered in the section that directly affects my property. I look forward to your help and hopefully I can absolve the questions I had before:</p> <p>1- Is still the distance between the corridor and my house 700 feet?</p> <p>2.- The sound : Would you place a wall, pine trees?</p> <p>3.- When will the construction begin?</p> <p>This is our address: 3240 Culpepper Court Henderson, KY</p> <p>Thank you very much for your help.</p> <p>Mariella D'Orazi</p> <p>Ms. D'Orzi requested a phone appointment</p>
<p>PIL 0988-Impacts to 3240 Culpepper Cou 3/9/2021 17:04 Mariella Dorazi</p>	<p>Mr. Blair wrote:</p> <p>It is clear to me that the preponderance of thought on both sides of the River is to keep the Twin Bridges as non toll alternatives for locals. There are also many who are seeking to have a decent pedestrian and bicycle crossing. What is the current state of those ideas officially?</p> <p>Pipkin responded:</p> <p>Thank you for your message. I apologize for the delay in my response.</p> <p>In January 2021, INDOT and KYTC announced that the project would not include tolls on the US 41 crossing, but that it was still their intent to remove the existing southbound bridge following completion of the new I-69 bridge. As noted in the Draft Environmental Impact Statement, retaining the southbound bridge for bicycle/pedestrian use was considered, but determined to be financially unfeasible for the states to retain. The ORX Project Team contacted local government organizations as well, but no one expressed interest in taking ownership and maintenance responsibility for the bridge.</p> <p>Please let me know if you have any other questions.</p>
<p>PIL 0989-Bicycle and pedestrian access-> 3/11/2021 10:13 John Blair</p>	<p>Mr. Boots wrote:</p> <p>If I am unable to login at the time of the meeting, will I be able to login at a later time and view the presentation?</p> <p>Pipkin responded:</p> <p>We will post the slide deck the day of the meeting to www.i69ohiorivercrossing.com/virtual-public-meeting and the video of the presentation will be added no later than April 2, 2021.</p>
<p>PIL 0990-Virtual meeting-.xml 3/15/2021 11:26 Brandon Boots</p>	<p>Can you please add matt.girard@plenarygroup.com to your distribution list?</p>
<p>PIL 0991-E-newsletter-.xml 3/15/2021 14:50 Alexa Singer</p>	<p>Ms. Smith wrote:</p> <p>I thought I signed up to get notifications on I-69 updates but did not get the email re the ORX Virtual Meeting. Is there a separate notification request I need to fill out? Thank you!</p> <p>Pipkin responded:</p> <p>I've signed you up. Please let me know if you need anything else.</p>
<p>PIL 0993-E-newsletter-.xml 3/18/2021 9:17 Sheryl Smith</p>	<p>Van Pelt wrote:</p> <p>My question for the project is when is the expected Advertisement date??</p> <p>Also I don't see anything on the webpage, but will this be a design build project or a design bid build??</p> <p>Thanks in advance for your assistance!!</p>
<p>PIL 0992-Advertisement date-.xml 3/18/2021 20:43 Sammy Van Pelt</p>	

PIL 1001-Merrill Trail-.xml	3/19/2021 0:00 Buzzy Newman	<p>Dear Mr. Corbin:</p> <p>On behalf of the City of Henderson, I would like to thank you for your ongoing coordination with regards to the 1-69 Ohio River Crossing (ORX) Project. This is an important project to the City and its future, and we appreciate your commitment to making it a success for the community.</p> <p>As you requested, I am submitting this letter regarding the Merrill Way Trail and whether it represents a significant recreation resource for the City. The trail is a shared-use path approximately 0.75-mile-long that connects Barrett Boulevard, near Walmart, to Kimsey Lane. It was constructed on private land within the Merrill Place subdivision by Henderson County with funding from coal severance taxes. The City of Henderson annexed this area from the County several years ago and has assumed the County's easement to maintain the trail.</p> <p>Based on discussion with the I-69 ORX project team, the southern end of the trail would be impacted by construction of the project, but would be connected to the relocated Kimsey Lane, restoring its original function.</p> <p>Current use of the trail is low due to its short length and lack of connectivity to other bicycle and pedestrian facilities. At this time there are no plans for the extension of the trail, nor dedicated funds to do so. As a result, the City of Henderson does not consider the trail to be a significant recreation resource.</p>
PIL 0994-Impact to 2234 Melwood Dr-.xml	3/19/2021 16:22 Lawrence Butler	<p>Mr. Butler called the project office to determine if the single preferred alternative and new interchange designs affected his property. Pipkin confirmed that no right of way will be needed from Mr. Butler or anyone on Melwood Dr.</p>
PIL 0998-Impacts to property-.xml	3/22/2021 0:00 Amy McPherson	<p>Mrs. McPherson called the project office to determine if the new design further impacts Melwood from what was listed in the DEIS. Pipkin explained that no right of way will be needed from properties on Melwood Dr.</p>
PIL 0997-Virtual meeting-.xml	3/22/2021 15:15 John Scheer	<p>Mr. Scheer called the project office for help navigating Zoom. Pipkin walked him through the steps to join the meeting.</p>
PIL 0995-New route for ORX-.xml	3/25/2021 17:42 Alan Lossner	<p>Mr. Lossner wrote:</p> <p>I had a brain storm returning from Louisville. Why not run I69 along I64 East until you get to US 231. This route could then run toward Owensboro and you'd have a new bridge over the Ohio at Rockport. I69 then would run over US60 until joining I69 (Audubon Parkway) to Henderson. This would bypass Henderson but would save lots of money.</p>
PIL 0999-Construction costs-.xml	3/30/2021 10:03 Martin Hoover	<p>Mr. Hoover wrote:</p> <p>What are the planned construction costs for Section 1 and Section 2?</p>
PIL 1000-Bicycle and pedestrian access-.xml	3/30/2021 18:04 Mary Hess	<p>Ms. Hess wrote:</p> <p>Good morning. I am president of Southwestern Indiana Citizens for Quality of Life and we are concerned that the plans for this bridge do not include a bike and/or walking trail. I have heard the reason is that it is not feasible. We are concerned that you would deny access to crossing the river to those who do not have motor vehicles and those who are handicapped and have no vehicles. We also think this is a grand opportunity to open access for many people who walk, bike, use wheelchairs, enjoy outdoor health, fitness and recreation. I hope you will be showing in your update the budget that eliminates a trail and a more detailed answer than it is not feasible. Many bridges around the country make this access available to be inclusive to the entire population and we think this proposed project should make every effort to make sure a walking and biking trail will be included in the final plans.</p> <p>Thank you for considering our concern.</p> <p>Mary Hess</p>

		<p>Mr. Stumph wrote:</p> <p>I just learned that there will be a virtual meeting on April 1st to discuss the latest news regarding the preferred alternative to I69. From the last drawings that I have seen, it appears that the route makes a very close approach to my home. It appears that the measurement from edge of pavement to my property line is approximately 275'.</p> <p>I have never understood why the route is pushed north, close to my subdivision, instead of more closely following the railroad tracks to the south, but I suppose it is too late to make any change to the route.</p> <p>Since it is so close to my subdivision, I am interested to know what measures are being taken to suppress sound. Will any type of barrier be installed in this area, similar to the wall that is installed on I69 route on the south side of Evansville (see below)? If nothing is to be installed, what parameters are used to decide when a sound barrier is to be installed? My neighbors and I are the ones who will have to live with these sounds daily.</p> <p>My address is 2342 Cobblestone Drive, Henderson, Ky.</p> <p>Pipkin responded:</p> <p>Thank you for your message. I apologize for the delay in my response.</p> <p>The Draft Environmental Impact Statement (DEIS) included analysis of both existing and future noise levels for each of the alternatives. The analysis is summarized in Section 4.2.10 of the DEIS, with additional detail provided in the Noise Impact Analysis Report, in Appendix G of the DEIS. Both documents are Mr. Griffith emailed, "If approved, could President Biden's \$2 trillion infrastructure plan provide some funding for the new bridge?"</p>
PIL 0996-Impact to 2342 Cobblestone Dr	3/30/2021 19:56	Rob Stumph
PIL 1003-Funding-.xml	4/1/2021 18:56	David Griffith
PIL 1011-Single preferred comments-.xml	4/1/2021 19:00	Deborah Hoda
		<p>Don't understand keeping older bridge and removing newer bridge. Is this what I heard?</p> <p>Is the new Transportation Secretary supportive of the bridge plans?</p> <p>Will I-69 have a connection to 41 close to Veterans Memorial Parkway so one could possibly come up I-69 and get onto 41 to go north say through Evansville to northern Vanderburgh, Haubstadt, Fort Branch, etc.?</p>
PIL 1012-Single preferred comments-.xml	4/1/2021 19:00	Theodore Miller
PIL 1013-Single preferred comments-.xml	4/1/2021 19:00	Monty Parrish
PIL 1014-Single preferred comments-.xml	4/1/2021 19:00	Julie Dougan
PIL 1015-Single preferred comments-.xml	4/1/2021 19:00	David Hatchett
PIL 1016-Single preferred comments-.xml	4/1/2021 19:00	Amy McDowell
		<p>Vanderburgh County Commissioners call for two hike and bike lanes to be added to designs allowing for active transportation options to cross the Ohio River in 2018.</p> <p>The DEIS does not mention designs for active transportation. Is the ORX 69 project ignoring active transportation advocates who call for bike and hike options to cross the Ohio River?</p> <p>What safety considerations were made for a bicyclist who wants to ride from Henderson to Evansville or vice versa?</p>
PIL 1017-Single preferred comments-.xml	4/1/2021 19:00	Derek Zollinger
		<p>Has the team already executed geotech on the basin to confirm that the material is suitable for highway construction?</p> <p>Does Washington offer any monies to accelerate Section 2? Is keeping the northbound bridge on 41 a commitment or something to be determined?</p>
PIL 1018-Single preferred comments-.xml	4/1/2021 19:00	David Lipka
PIL 1019-Single preferred comments-.xml	4/1/2021 19:00	Darald Earles
		<p>Which twin bridge will be closed?</p> <p>Has the design work for the north bridge been done?</p>

PIL 1020-Single preferred comments-.xm	4/1/2021 19:00 John Carter	What will be the MBE goal?
		Will the Merrill Trail or any bike/hike/wheelchair 2-way trail continue across I-69 bridge to Evansville? If not, why not? If not, then why would ROD approve this transportation bridge? If there is not enough money to build a bike/hike/wheelchair trail, then why not wait until the money is found?
PIL 1021-Single preferred comments-.xm	4/1/2021 19:00 Richard Vonnegut	
PIL 1022-Single preferred comments-.xm	4/1/2021 19:00 Murray Johnson	What's the procurement method for Section 2 please?
PIL 1023-Single preferred comments-.xm	4/1/2021 19:00 Steve Mary	What is the funding status for the main span and the Indiana approach, basically Section 2?
		Why not have both Section 1 and 2 construction work in parallel instead of waiting until one completes to begin another? Likely 2 different contractors/operation?
PIL 1024-Single preferred comments-.xm	4/1/2021 19:00 Lester McCoy	
PIL 1025-Single preferred comments-.xm	4/1/2021 19:00 Tom Williams	Has consideration been given to walk/bike paths along the route, specifically from the Merrill Trail to US 60 East?
PIL 1026-Single preferred comments-.xm	4/1/2021 19:00 John Warren	How much will the toll be?
		How will Kimsey Lane be improved from Adams Street and US 60 as it is rerouted? Is it possible to allow a southbound entrance to I-69 where Kimsey is rerouted? Will Kimsey be widened?
PIL 1027-Single preferred comments-.xm	4/1/2021 19:00 Bayard Walters	
PIL 1028-Single preferred comments-.xm	4/1/2021 19:00 Sharon Vanzant	Will there be an exit off 69 to US 41 strip by way of Watson Lane?
PIL 1029-Single preferred comments-.xm	4/1/2021 19:00 Kenneth Price	Phase 1 is Kentucky, Phase 2 is river and Indiana. Please confirm the ROD date, the funding time and the procurement date.
		It seems that the ramps for I-69 to US 41 could be longer to keep at 55 mph speed limit or so since everyone will be using that interchange for 5+ years until Section 2 is completed. Even though it is a free flow interchange, it will back up majorly when traveling north in the a.m. and south in the p.m.
PIL 1030-Single preferred comments-.xm	4/1/2021 19:00 Neal O'Russa	
PIL 1031-Single preferred comments-.xm	4/1/2021 19:00 Sean O'Daniel	The traffic light intersection on the exit ramps from Veterans Memorial Parkway will be modeled by what other traffic light intersection? What is the model?
PIL 1032-Single preferred comments-.xm	4/1/2021 19:00 Donna Nelson	Why leave the oldest US 41 bridge?
PIL 1033-Single preferred comments-.xm	4/1/2021 19:00 Wendy McPherson	How will the Arlington subdivision be affected, particularly Melwood Drive?
PIL 1034-Single preferred comments-.xm	4/1/2021 19:00 Juan Hernandez	Has any decision been made on the procurement method? Design-build, P3? DBFOM, DBOM, Etc.?
PIL 1035-Single preferred comments-.xm	4/1/2021 19:00 Susan Haislip	Are you anticipating any additional flooding potential for the Eagle Slough Natural Area or the western section of Waterworks Road as a result of this construction?
		Why is it necessary to put up a traffic light at the Veterans Memorial Parkway interchange? Why not just tie the limited access roads together without a light?
PIL 1036-Single preferred comments-.xm	4/1/2021 19:00 Steve Burger	
PIL 1037-Single preferred comments-.xm	4/1/2021 19:00 Ida Block	Will the Twin Bridges be down to 1 when I-69 is complete or sooner? Is the entry into IN close to Weinbach and I-69?
		Do I understand correctly that Henderson city, school and emergency services leaders are supporting the three roundabout design for I-69/KY 351 interchange?
PIL 1038-Single preferred comments-.xm	4/1/2021 19:00 Brian Bishop	

PIL 1039-Single preferred comments-.xm	4/1/2021 19:00 William Berclaw	<p>So when will the 2nd Street exit project start? How many roundabouts have been decided on?</p> <p>I agree that there doesn't need to be 3 auto bridges especially when 1 has to bring in toll revenue but to tear down a 41 bridge instead of reusing it or the other one for a pedestrian bridge to connect Audubon State Park and Henderson with Evansville's Greenway, Eagle Slough, and Ellis Park is really disappointing. I attended almost all of the sessions and gave a printed off power point and I feel like pedestrians were never considered nor the historical value of having both 41 bridges is being considered now.</p> <p>The costs would be limited due to no auto use on the bridge and any maintenance would be paired with the auto 41 bridge. I was excited about this project when it started but I am very disappointed tonight.</p>
PIL 1040-Si-.xml	4/1/2021 19:00 Jordan Baer	One of the twin bridges will be closed. Will the second bridge be taken down?
PIL 1041-Single preferred comments-.xm	4/1/2021 19:00 Richard Cocco	My address is 2106 Zion Road, Henderson. What are the plans for my driveway as your projections show new construction there? I own the property next to the construction at 351/I69.
PIL 1075-Property inquiry-.xml	4/1/2021 19:28 David Septer	<p>Mr. Barnett emailed: Early in the project it was mentioned that the bridge would be moved slightly to avoid WFIE's outer guy anchor on the east side of their property. Is this still part of the scope? Pipkin responded: Thank you for your message.</p> <p>The bridge alignment has not moved since the DEIS; the alignment misses the guy anchor and will not impact the tower.</p> <p>Please let me know if you have any additional questions.</p>
PIL 1004-WFIE tower-.xml	4/1/2021 19:45 Bobby Barnett	<p>Mr. Domina wrote: I missed this evening's update due to travel. Was it recorded? Pipkin responded: A recording of the meeting is available here: https://i69ohiorivercrossing.com/virtual-public/meeting.</p>
PIL 1005-Virtual public meeting-.xml	4/1/2021 20:34 Roger Domina	I'm curious as to what type of bridge design the I-69 ORX will be (e.g. continuous girder and floorbeam, suspension, cable-stayed, tress, etc.).
PIL 1076-Single preferred comments-.xm	4/2/2021 8:23 Daniel Pagliaro	It seems to me to be a very stupid move to close the newer larger bridge and retain the smaller much older bridge. The one you are keeping is near 90 yrs old. The larger newer bridge is somewhere closer to 60 yrs. old. If there is logical reason I would like to hear it. It just doesn't make sense. Also you need to ban large trucks from using the bridge you keep so it will last longer. Put them on the new bridge.
PIL 1077-Single preferred comments-.xm	4/2/2021 8:42 Walter Gleim	My questions to you guys is what would the bridge look like? How has COVID affected the cost of this project? And how soon can this project take off since the construction in Martinsville is taking off as well? Thank you for your time to answer this question.
PIL 1078-Single preferred comments-.xm	4/2/2021 23:06 Mason Antonio	Why have they decided to close the southbound bridge, which is newer, than the northbound bridge?
PIL 1079-Single preferred comments-.xm	4/3/2021 7:27 Larry Wedding	

PIL 1080-Single preferred comments-.xm	4/3/2021 11:26 Herman Rusche	I watched your webinar on Thursday evening. It was well done, clearly informative and encouraging. I am excited about the plans, only that it would happen sooner. I still have apprehension about altering the old Twin Bridges to only one bridge with 1 lane in each direction, especially because the approaches to the bridge both from the south and the north are 2 lane highways and traffic will have to merge coming from each direction. This in my experience is a traffic arrangement that could (maybe even likely) cause increased congestion, crashes and possibly fatalities. I understand that there are costs in maintaining 2 bridges over that of just one bridge. I would like to suggest rather than tearing down the bridge needing extensive repairs, we "mothball" that bridge for say 2-3 years and let US 41 operate with just one bridge for that period of time. During that period of time we could monitor congestion and accident/fatality rates to see whether a single lane bridge is adequate and safe. If it is, then demolish the unused bridge. If however a single bridge proves to be inadequate or unsafe and 2 lanes each direction are really needed, then determine the cost and efficacy comparing rehabilitating the bypassed bridge versus demolition and building a totally new 2nd bridge. Thanks for all you are doing.
PIL 1155-Multimodal - FB Comment-.xml	4/5/2021 0:00 Ride Illinois	While this request doesn't directly impact Illinois, it is an example of a once-in-a-century opportunity that may be squandered. Our friends at Indiana Trails Community have asked us to spread the word about this 1.5B project that DOES NOT include accommodations for cyclists, pedestrians, or those in wheelchairs to cross the bridge. Public input is crucial before 4/16. Please click the link below and share your concerns via the contact form. Demand that the I-69 Ohio River Crossing project managers build a structure that doesn't simply cater to cars and trucks. Thanks!
PIL 1081-Single preferred comments-.xm	4/5/2021 9:36 Victoria Pineda	To construct a \$1 billion+ roadway project in 2021 and not consider alternative methods of transportation is a slap in the face to the general public, your general public. This bridge is surrounded by a state park, a state forest, and a natural area. It is a no-brainer that cyclists and pedestrians (including wheelchair accessible) will want to cross the river without the use of a vehicle. Please consider being more inclusive with infrastructure that promotes health, well-being, and being active.
PIL 1082-Single preferred comments-.xm	4/5/2021 9:37 Susan Jones	No regard for nonmotorized? ***what century are you in??? ***
PIL 1083-Single preferred comments-.xm	4/5/2021 9:39 Andrew Geil	Hi there! Please accept this as public comment. Please consider including accommodating for cyclists, pedestrians, or those in wheelchairs to cross the bridge for the I-69 Ohio River Crossing Project. Thank you!
PIL 1084-Single preferred comments-.xm	4/5/2021 9:55 Julie Globokar	I just learned of the proposal for an I-69 bridge that fails to provide infrastructure for pedestrians or bicyclists. This would be a missed opportunity to account for growing trends toward the development of walkable/bikeable spaces for reasons of accessibility, health/wellness, and environmentalism. Given the challenges of "retro-fitting" such infrastructure, I would strongly advocate for adjustments in the proposed design to be able to safely accommodate these modes of transportation. One strong model, though surely there are many others, is Austin, TX, which has developed pedestrian and bike bridges/paths that have greatly enhanced access to resources on both sides of the river and boosted its reputation as a highly walkable/bikeable city, adding to its appeal for tourists and those who are looking to relocate - in fact I would argue it's one of the lifestyle draws that is contributing to it being one of the fastest-growing cities in the United States. I strongly urge you to consider a more forward-looking bridge design that is inclusive of all modes of transportation.
PIL 1085-Single preferred comments-.xm	4/5/2021 9:59 Petra Hofmann	Missing are the accommodations for bicycle and pedestrian access. IMHO no improvements or changes that don't make facilities pedestrian and bicycle friendly should not be constructed.
PIL 1086-Single preferred comments-.xm	4/5/2021 10:03 Cheryl Zalenski	It is unbelievable that this 1.5B project DOES NOT include accommodations for cyclists, pedestrians, or those in wheelchairs to cross the bridge. How can this project have gotten this far without any accommodation for persons not using motor vehicles? It is both reprehensible and irresponsible to propose and plan a project that doesn't have such accommodations. I urge you to add facilities for other users before moving forward.

PIL 1087-Single preferred comments-.xm	4/5/2021 10:51 Tom Drennan	<p>I would like to ask that consideration for pedestrians, cyclists and wheel chair users be considered for this bridge crossing the Ohio River at Evansville Indiana. As a avid cyclist I cross major rivers on a weekly basis, such as the Missouri River in St Charles Missouri today, and the Mississippi River at Alton Illinois about a week ago. You should give strong consideration to adding a pedestrian and bicycling protected path</p> <p>And by the way I have cycled in Indiana both in 2021 and in 2020 in the French Lick and surrounding areas.</p>
PIL 1088-Single preferred comments-.xm	4/5/2021 11:17 Andriane Powell	<p>It is imperative that the new crossing include accessibility by pedestrians, cyclists, or those in wheelchairs.</p> <p>Cars and trucks are not the only vehicles that need this access. I, along with many others, implore that you build a structure that doesn't simply cater to cars and trucks.</p>
PIL 1089-Single preferred comments-.xm	4/5/2021 12:42 Sarah Parker	<p>I've recently become aware that you're investing in a new bridge crossing with no access for anyone not in a vehicle. This is very short sighted and is prejudicial towards people without the resources to own a vehicle. Reconsider your proposal.</p>
PIL 1090-Single preferred comments-.xm	4/5/2021 13:20 Barry Isralewitz	<p>Hello,</p> <p>Have bicyclists, pedestrians, and wheelchair users been largely overlooked here? Am I missing something in the plans? There is applicable law that all users have to be accommodated, yes? Please let me know what's going on /what I might be missing here -- that is, essentially what the plans actually are for the above users.</p> <p>Thanks</p>
PIL 1091-Single preferred comments-.xm	4/5/2021 13:59 Mike Stewart	<p>Please add accessibility to this bridge, and all future roads and bridges for cyclists, wheelchairs and pedestrians. This should be part of all projects. Thanks in advance.</p>
PIL 1092-Single preferred comments-.xm	4/5/2021 14:13 Russ Manuel	<p>As an avid cyclist I'm surprised that this project seems to have no consideration for cyclists, pedestrians and disabled folks being able to cross. Most projects of this type today are including accommodation for such users. Please reconsider what seems to be a very short sighted outlook when this was designed.</p>
PIL 1052-Single preferred comments-.xm	4/7/2021 8:15 Megan Miller	<p>Good Morning. I think it is imperative that safe pedestrian access be included in this project. As a mental health practitioner, I have heard many complaints from my patients about the difficulty crossing the bridge. This not only includes phobias related to the current bridge and it's assumed lack of safety, but also the inadequacies of pedestrian access. With the growing health concerns in the tri-state area, I feel it would be incredibly beneficial to include a walkway/trail. Please follow suit of prospering cities that are including these pedestrian access areas on their new bridges. If you have any questions or concerns, feel free to contact me. I would gladly provide evidence-based research on the benefits to the city of including walkways within new developments.</p>
PIL 1051-Single preferred comments-.xm	4/7/2021 8:44 Tim Gardner	<p>Bike and hiking trail access should be considered for the remaining bridge. Southern Indiana lacks in providing trails for a population of our size.</p>
PIL 1093-Single preferred comments-.xm	4/7/2021 13:33 Paul Fuerneisen	<p>I would like to offer our services as a Heavy Lift subcontractor to the potential bidders. Can you provide a bidders list?</p>
PIL 1048-Single preferred comments-.xm	4/8/2021 10:52 Julie Hollowell	<p>Dear Planners of the Ohio River Crossing of I-69,</p> <p>I hope I am not too late in writing to express my sincere wish that you will include walking/hiking and biking trails on the new I-69 Bridge or the old US41 Bridge.</p> <p>I am a walker, hiker and bicyclist at age 68, and I know there are many of us out there who would use this route and enjoy it immensely.</p> <p>all the best, Julie</p>

PIL 1047-Single preferred comments-.xm	4/8/2021 10:58 Krystal Krocker Stier	Please include a pedestrian/bike lane.
PIL 1046-Single preferred comments-.xm	4/8/2021 16:14 Daniel Lichlyter	Evansville has so many great events; D 2 championships , Web.com PGA tour, fastest BMX track in the country, FallFestival WW II industrial power etc.. However, we do a poor job of promoting our selves. If this project is to improveeconomic commerce for the metro area we must at the very least provide a quality of life. Let's take this opportunitywith the bridge to improve the quality ,health and welfare of our citizens with pedestrian lane on this bridge to link thegreenways and trails of Evansville, Newburgh and Henderson . Let's make it a reality-instead of an afterthought
PIL 1044-Single preferred comments-.xm	4/9/2021 8:21 Catherine Mattingly	I just saw where you are requesting ideas. This may be a long shot, but what about having a pedestrian/ biker/handicapped accessible only bridge that would cross the river. If there are any old railroad bridges around, maybereinvent them? Or a new small bridge designed for only non- motorized vehicles. I'm a walker, and I would nevercross a bridge with a large amount of traffic on it. A special lane does not help if a driver is distracted or impaired.
PIL 1095-Single preferred comments-.xm	4/9/2021 14:29 Jim Garlits	I would like to request the adoption of bike, pedestrian, and multi-modal non-motorized accommodations on thenew Interstate 69 bridge (ORX) and on the US 41 bridge. Any such bridge design adopted these days shouldinclude such accommodations as a matter of course. Non-motorized users of these spans have as much right tocross as someone in a vehicle, and such standards are rightly becoming commonplace across the U.S. for goodreason. It is not only a matter of the right of all citizens to have access to the same destinations as their motorizedcounterparts, it is a matter of social justice. For ORX to proceed without such accommodations shows an outdatedand counterproductive mindset. Bridges are analogous to creating opportunities to connect. If those connections are only for certain people incertain circumstances, we need to step back and re-evaluate our intentions. Let's make this bridge for all users, anda model for the future.
PIL 1043-Single preferred comments-.xm	4/9/2021 15:35 Ivan	Closing one of the current bridges during construction is a major mistake. There are two bridges for a reason. Extreme traffic both ways.
PIL 1096-Single preferred comments-.xm	4/10/2021 12:38 Edward Wells	Interested parties are welcome to weigh in with their ideas and suggestions. 1. Construction on the Kentucky section will start neext year. The second phase will begin in 2025 with completion scheduled for 2031. If additional revenue and funding could be found it would be great if both sections were worked on at the same time and the completion date to be moved up by 5 years. 2. New Veterans Memorial Parkway Interchange - The revised design of the interchange with existing I-69 in Indiana is a great improvement. Congratulations. It is so much better than the loop ramp that was previously included to provide access for eastbound traffic from Veterans Memorial Parkway heading north on I-69. I disagree with the revised design including 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. If you could keep this layout but alter this design and get rid of the traffic signal then you would provide a more direct route and have a true interchange. Is it possible to replace the traffic signal with an overpass of either lane of travel? A three level interchange? Please incorporate a better Section 2 northern terminus interchange into the current design plans.
PIL 1100-Single preferred comments-.xm	4/11/2021 11:32 Andrew Hartmann	Please consider including accomodations for pedestrian and bicycle access across the Ohio River for the I-69project...I am but one of many cyclists in this area that would regularly enjoy and deserve this access. A dedicatedpathway would be an incredible addition to the current trail system in both of our communities. Andy Hartmann, avid cyclist, Evansville Indiana

		<p>Central Alternative 1B Modified is the best option to build. Unfortunately, progress comes at a sacrifice to one of the US 41 Twin Bridges. It will be a major change for the better. The new Interstate 69 Ohio River Bridge will be "a gateway to Memphis," a major distribution center and commercial hub in the Mid-South. Completion of the bridge should provide efficient access to Houston, New Orleans, and other communities in the southern United States. Keeping the remaining US 41 bridge as an alternate route to Henderson, toll free, is prudent for the area.</p> <p>St. Louis, Missouri and Memphis, Tennessee are both major U. S. cities standing on the Mississippi River. Both are two states away from Indiana. St. Louis is approximately 255 miles from New Albany, Indiana. Yet, all across Southern Indiana, St. Louis is posted as the control city on directional signage along I-64 west. Likewise, Indiana should post Memphis as the control city on directional signs on I-69 south at Evansville, particularly, at the Lloyd Expressway, Green River Road, and Veterans Memorial Parkway interchanges. The recognition should eliminate any confusion of where motorists are headed. Since Henderson is a border city on the new route, it should be included (see photo).</p> <p>The Indiana Department of Transportation (INDOT) can lead the way to the new Ohio River bridge with proper signage. Mileage information signs, placed south of the Lloyd Expressway and before the new bridge should include the distances to Henderson, Madisonville, and Memphis. The information will be helpful to families who travel to St. Jude Children's Research Hospital. The signage would set the tone for what lies ahead entering Kentucky.</p> <p>When the new bridge and new terrain roadway leading to it are complete, I-69 will shift approximately 1.5 miles east on the Indiana side. A portion of existing Mr. Bullington wrote: I hope when considering designs for the Ohio River Crossing, the availability of biking trails connecting Indiana to Kentucky is under consideration. As of right now, there are few safe options for non-motorized transportation across the Ohio River.</p>
PIL 1097-Single preferred comments-.xm	4/11/2021 15:36 David Griffith	
PIL 1007-Single preferred comments-.xm	4/11/2021 19:19 Nicholas Bullington	<p>It's a real shame that the current proposal does not allow any accommodations for pedestrians and bicycles. Having two communities that are so close together only be accessible by car is completely absurd. Please consider some form of pedestrian/bike accommodations in the project so this infrastructure can be built out.</p>
PIL 1098-Single preferred comments-.xm	4/11/2021 19:23 Mark Hatlestad	
PIL 1099-Single preferred comments-.xm	4/11/2021 21:25 Jess Rowe	<p>Good evening. I'm concerned about a dedicated path for foot and bicycle traffic not being a part of the plan for the highway 41 bridge. With more and more people traveling by foot and bicycle, this seems like the perfect time to plan for a safe path for non-motorized traffic.</p>
		<p>Please include some safe Crossing for cyclists, pedestrians, and those with disabilities. It is very important to our area that we have a crossing that would be safe for these people. I am involved with several groups who cycle across the country annually. If we had a safe crossing this could bring more tourists to our areas. It would also be a great connection to our communities. I am sending this request both as an individual and as the vice president of Evansville bicycle club.</p>
PIL 1101-Single preferred comments-.xm	4/12/2021 0:10 Diane Bies	
PIL 1102-Single preferred comments-.xm	4/12/2021 3:46 Alan and Mary Pat Willis	<p>I understand that there will be only one bridge crossing the river and there will not be any separate construction for pedestrians, cyclists, or wheelchair bound people to cross the bridge. I think this is wrong and you should include facilities for those groups of citizens. This is the 21st century and we need to be forward looking and not looking backward.</p>
PIL 1144-Single preferred comments-.xm	4/12/2021 5:31 James Gange	<p>Including a plan for safe travel for non-motorized transportation is essential to promote tourism in this area. We are losing visitors to Wisconsin and Michigan who promote this increasingly popular form of recreation and commuting.</p>
PIL 1103-Single preferred comments-.xm	4/12/2021 11:26 Ashley Carter	<p>Please include pedestrian, bicycle and ADA accommodations on future construction crossing the Ohio River. It's currently impossible to do so in this area and having those capabilities would open up opportunities for both KY and IN.</p>

PIL 1104-Single preferred comments-.xm 4/12/2021 11:46 Mychelle Christian	<p>I am writing to you today with concerns for the future design plans for the I-69 bridge. Being a resident of Evansville, IN who frequents Kentucky by driving across the Evansville/Henderson bridge. I have not seen any designs that would take in any considerations for pedestrians, hikers, bicyclist and a person with disabilities. In other cities there have been successful bridge designs that accommodated all of who I just mentioned.</p> <p>I know there have been accidents on the Evansville/Henderson bridge that included the populations that I mentioned above because that is a mode of transportation for an individual.</p> <p>So, with a new bridge being built my thoughts were why haven't they thought of everyone? I do believe with the current plans for the I-69 bridge you are doing the residents of both states and tourists a disservice. Please take this time to go back to the drawing board to so there are no barriers for anyone.</p> <p>Thank you for your time.</p>
PIL 1105-Single preferred comments-.xm 4/12/2021 12:01 Jared Shade	<p>I'm writing to advocate for the inclusion of a safe Ohio River crossing for pedestrians and cyclists in the new proposal. I am an avid cyclist and there currently is no safe route between Evansville and Henderson. Many other metro areas include safe pedestrian routes over rivers, and I believe leaving this out of new infrastructure plans will lead to segmented communities, and the exclusion of many.</p> <p>Please consider an alternative plan which would include some type of pedestrian/cyclist route.</p>
PIL 1106-Single preferred comments-.xm 4/12/2021 12:03 Emily Ashby	<p>The inclusion of pedestrian, bicycle, and ADA accommodations in the I-69 ORX Project is vital to continuing the growth of active/alternative transportation in the local area. As a cyclist myself, I urge you to make safe accommodations for cyclists, hikers, and those in wheelchairs a part of this project.</p>
PIL 1107-Single preferred comments-.xm 4/12/2021 13:03 Mary Emmrich	<p>Good morning</p> <p>I am writing to request that the refurbished or newly built bridge(s) servicing the traffic currently carried by the US Highway 41 bridges include a handicapped-accessible, 10-foot trail lane on both sides of the bridge for both pedestrians, cyclists and non-vehicular traffic. I also request that such a trail be free of any toll, and that parking areas be included for pedestrians to safely access the walkway.</p> <p>I am a bridge walker - I have traveled all over the United States specifically to walk bridges. I recently traveled to San Francisco to cross the Golden Gate Bridge, and I am working on plans for next bridge crossing adventure in Cincinnati.</p> <p>I have crossed the Ohio at Uca on the Lewis and Clark Bridge, a grand cable-stayed structure that inviting to walkers. I stayed overnight in Charlestown and ate in two different restaurants there. Adding a non-vehicular pathway is a way to boost local economy while promoting healthier lifestyles. I would certainly travel to the area to both drive across and walk across ("double-cross" - Kentucky and back) this structure.</p> <p>I appreciate your time in considering this small but very impactful addition to the I-69 ORX bridge structure. You may contact me at this e-mail with any concerns or comments you may have.</p>

<p>PIL 1149-Single preferred comments-.xm 4/12/2021 14:06 Lorie Van Hook</p>	<p>The current I-69 ORX bridge design from Evansville, IN to Henderson, KY raises concerns. Safe, separated pedestrian, bicycle and ADA accommodations do not appear within the 2018 DEIS, which discusses pedestrian and bicycle facilities in chapter 4. Local, state and national Trailblazers, such as pedestrians, hikers, bicyclists and citizens with disabilities will be left out of this future regional connection, and utilizing the remaining US 41 bridge, with no improvement of safety is negligent at best. If separated pedestrian, bicycle and accessible accommodations are disregarded, or altogether ignored, regional and national trail systems and bicycle routes will have further connectivity barriers. People choosing active transportation, or those who do not own, or an afford a card, as well as people with disabilities, will continue to have difficulties finding safe ways to cross the Ohio River.</p> <p>As stated in the DEIS, after one of the US 41 bridges will be removed, the remaining, narrow, US 41 bridge with no shoulder will not have dedicated pedestrian or bicycle facilities, nor provide a safe option for people, and is deficient in the considerations of all modes of transportation alternatives. As communicated in the DEIS, there will be no pedestrian or bicycle improvements made, and the US 41 bridge will be used "as is." The current barriers to safely crossing the Ohio River will persist. No serious contemplation, or account for all other mobility needs were offered to people walking, hiking, cycling or using wheelchairs, as recommended by standardized methods provided by the US DOT and AASHTO.</p> <p>Imagine walking, or riding your bicycle over the US 41 bridge - would you feel safe? Would you want anyone you know to assume the risk of traversing the bridge on foot, or bicycle?</p> <p>The use of local and national trails, greenways, parks, bicycle routes, and sidewalks have been increasing steadily since the onset of COVID-19. Also, bicycle and bicycle parts sales have increased and there is a current shortage of bicycles, bicycle parts, and components. Now more than ever, our focus and</p>
<p>PIL 1148-Single preferred comments-.xm 4/12/2021 15:48 Scott Bosma</p>	<p>Please make pedestrian access a priority for this bridge project! It will benefit the citizens and the business on both sides of the river in so many ways. Thank you.</p>
<p>PIL 1147-Single preferred comments-.xm 4/12/2021 16:35 Matthew Knight</p>	<p>As a police officer and avid cyclist, I ask you consider including a lane for pedestrian/bicycle traffic to cross the Ohio River from Evansville to Henderson. I understand there are many factors that may go into planning and implementing such a request and I am certain that the priority falls on vehicular traffic. Please consider a bike/pedestrian lane(s) for the safety of those that choose to recreate across the Ohio River. This will also allow vehicular traffic to be unimpeded by the slower traffic.</p>
<p>PIL 1146-Single preferred comments-.xm 4/12/2021 16:53 Dawn Ritchie</p>	<p>I urge you to include separated pedestrian and bicycling facilities on this new bridge over the Ohio River. Thank you for your consideration.</p>
<p>PIL 1145-Single preferred comments-.xm 4/12/2021 17:07 John Bawcum</p>	<p>I am requesting that bicycle and pedestrian accommodations be included in the plans for the new I-69 bridge over the Ohio River. Thank you for your time.</p>
<p>PIL 1143-Single preferred comments-.xm 4/12/2021 17:34 Crystal Young</p>	<p>I have concerns about the recent developments regarding the I-69 developments. The current plan seems pretty inaccessible for pedestrians, bicyclists, and wheelchair users, especially without dedicated pedestrian and bicycle facilities. It's already really difficult to cross the Ohio River safely, and the current plan doesn't seem to be doing anything to ameliorate these concerns. I find this confusing given the guidelines outlined by organizations like the United States Department of Transportation and American Association of State Highway and Transportation Officials.</p> <p>On behalf of all pedestrians, bicyclists, and wheelchair users, I would like to voice strong support in for safe, separated, and protected accommodations within the I-69 ORX bridge design, common in metro areas along the Ohio and Mississippi Rivers in the Midwest, well within the MPA and MPO areas along the Wabash River in Indiana. This is so important, for our health and for our safety.</p>

On behalf of all pedestrians, bicyclists, and wheelchair users, ETC and partner groups such as Indiana Trails, Greenways Foundation of Indiana (and many more) are advocating for safe, separated, and protected accommodations within the I-69 ORX bridge design.

Please look at adding safe accommodations for pedestrians, bicycles and wheelchairs in the bridge design. The best time to implement the change is now.

Having hiked and biked in various areas including Louisville this will only add to the appeal of your area for travel and trails for exercise for residents alike.

Please consider this.

[PIL 1142-Single preferred comments-.xm](#) 4/12/2021 17:55 JD Pinnick

I am one of Indiana's handful of Fellows of the American Institute of Certified Planners (city planners) and I am a bicycle tourist and urban hiker. I am very concerned about the I-69 ORX bridge design from Evansville, Indiana, to Henderson, Kentucky. Pedestrians, hikers, bicyclists, and citizens with disabilities will be left out of this future regional connection. If separated pedestrian, bicycle, and accessible accommodations are disregarded, or ignored, regional and national trail systems and bicycle routes will have connectivity barriers. People like me who choose active transportation, and people with disabilities will continue to have difficulties finding safe ways to cross the Ohio River, as already documented in Chapter 4 of the Draft Environmental Impact Statement (DEIS). ORX Project Managers' minimal distribution of the I-69 ORX DEIS was below industry standards for public input, with their failure to reach out to trails, hiking, walking, cycling, greenways and disability advocates and organizations. No serious contemplation, or account for all other mobility needs were offered to people walking, hiking, cycling or using wheelchairs, as recommended by various standardized methods provided by the US DOT and AASHTO. Between Louisville and the Mississippi River there are no safe crossing options for hundreds of miles (except the Cave-in-Rock Ferry). I am an experienced cyclist and I cannot imagine riding my bicycle over the remaining US 41 bridge - I would feel very unsafe! As an interested pedestrian and bicyclist and an experienced transportation planner, I call FOUL on this design and the process to date! We need safe, separated, and protected accommodations within the I-69 ORX bridge design, which are common accommodations in metro areas along the Ohio and Mississippi Rivers in the Midwest, as well as within the MPA and MPO areas along the Wabash River in Indiana.

[PIL 1141-Single preferred comments-.xm](#) 4/12/2021 17:57 Kimberly Gerhart-Fritz

As a Hoosier trying to stay healthy in my golden years... I find hiking and biking to be key. Further, I have been active in my own community for two decades in ensuring sufficient and always-improving infrastructure. What I have learned is that any current projects that are allowed to exclude the installation of such safe accommodations for these activities...is ultimately a failure for our future. Any gap left in such a system is essentially now permanent. Whether it's a new housing development, or a bridge over the Ohio River...we don't want a short sub-mile gap in the middle of an otherwise contiguous system of trails, pathways, cycling lanes, and sidewalks. Please do not move ahead with the proper infrastructure. Without it, we can never have the interstate connections so important to cycling travel. Thank you.

[PIL 1140-Single preferred comments-.xm](#) 4/12/2021 19:02 Don Cummings

	<p>I would like to make this comment regarding the I-69 bridge crossing at the Ohio River.</p> <p>Sometimes I am a pedestrian. Sometimes I ride my bicycle. I also drive a motor vehicle. I understand that the majority of people crossing the bridge(s) over the Ohio River now and in the future will be operators of motor vehicles and trucks, however, I would like to see something in your plan that addresses the needs of pedestrians and cyclists.</p> <p>The pandemic has created the need for more infrastructure to support transportation modes other than driving. Why is it that I do not see any active transportation modes in your draft plan for the bridge crossing? I seem to recall that this was included in the environmental impact statement at one point and are there not US DOT standards when it comes to providing for non-motorized transportation alternatives for new highway projects? Circling back to my opening paragraph, I would like to see a safe way to cross the Ohio River by bicycle or on foot included in the I-69 Ohio River Crossing Project. Currently, there are no safe means to cross the River by foot or by bicycle in our area, or anywhere nearby for that matter.</p> <p>Bridges just don't cross rivers. They have the ability to tie communities together. The Ohio River currently serves as both a geographic and cultural barrier between Indiana and Kentucky. I believe in that making provisions for active transportation across the Ohio River would bring the two communities of Henderson and Evansville closer together. It will also better serve the generations to come who will someday ask, "why did they just have a project that only benefited motor vehicles?"</p>
PIL 1139-Single preferred comments-.xm 4/12/2021 21:15 Mitch Luman	<p>I believe that there should be an alternative route for people to walk, bike, or wheelchair across river. In this day and age there is no reason for this. In fact instead of tearing down one of the 41 bridges, why not refurbish it as a walking biking bridge.</p>
PIL 1138-Single preferred comments-.xm 4/12/2021 21:29 David Earley	<p>I am writing to express my support for the inclusion of dedicated pedestrian and bicycle facilities on the new bridge design. Thank you.</p>
PIL 1137-Single preferred comments-.xm 4/12/2021 21:30 Andrew Epperson	<p>Please consider, address and include adequate provisions for safe crossing by pedestrians, hikers, runners, bicyclists and people with disabilities over the proposed new bridge I-69 Ohio River Crossing.</p>
PIL 1136-Single preferred comments-.xm 4/12/2021 22:16 Richard E Ferrell	<p>To the point: the design of the new bridge or modifications to the existing bridge across the Ohio River should include a safe pathway for bicyclist, walkers and ADA accessibility. Few bridges are available to cross from Indiana to Kentucky. The pedestrian bridge (big 4 ?) at Louisville is fantastic. I travel the country by bicycle and personally know how difficult it is to make a safe river crossing over a major river. I've experienced crossing the Ohio 4 times, the Mississippi once and the Missouri several times.</p> <p>I think you can do better to accommodate pedestrian and bicycle access.</p>
PIL 1135-Single preferred comments-.xm 4/12/2021 23:20 John South	<p>Please be sure to construct hiking lanes on the new I-69 bridge, or old US 41 bridge. I've driven over this bridge many times and feel sure hiking lanes would be well used if constructed for the many hikers who feel the same way.</p>
PIL 1116-Single preferred comments-.xm 4/12/2021 23:55 Annette Moore	<p>Please include hiking lanes on the new I-69 bridge, or old US 41. It's the right thing to do.</p>
PIL 1134-Single preferred comments-.xm 4/13/2021 3:14 Anne Miller	<p>Please be sure to include hiking paths along I-69 bridge (old 41) during construction. It is very important to those that bike.</p>
PIL 1132-Single preferred comments-.xm 4/13/2021 7:02 Georgia Novak	<p>To whom it may concern - sometimes you have but one chance to do something right and only one opportunity to do it efficiently/cheaply. Adding pedestrian lanes for hiking/biking/walking/running to this bridge is a very common-sense thing to do now while the project is being constructed. Retrofitting is an unlikely option down the road, the time is now. I have walked the old I-75 bridge over the Ohio in Cincinnati, that was a case of an old bridge being re-purposed. But the ability to easily walk back and forth over the river has benefited pedestrians and the local economies on both sides of the river.</p> <p>Now is the time.</p>
PIL 1131-Single preferred comments-.xm 4/13/2021 7:52 Rob Akerhielm	

PIL 1130-Single preferred comments-.xm	4/13/2021 7:56 Amy Auberry	Please consider adding a hiking lane on the new I-69 bridge or the old US 41 bridge.
PIL 1129-Single preferred comments-.xm	4/13/2021 8:17 Martha Burton	I am asking that hiking, biking and wheelchair access be included along the new I69 bridge or over the old US 41 bridge between Evansville, IN and Henderson, KY. As a member of the Indianapolis Hiking Club and a frequent hiker and biker, I know that it is extremely important to have safe routes when doing these activities as there are so many distracted drivers.
PIL 1128-Single preferred comments-.xm	4/13/2021 8:34 Anna Buckholz	Please consider a dedicated pedestrian lane on the bridge crossing the Ohio River. This is a wonderful area for walking/hiking and without a dedicated lane for walkers, a whole group of people will be prevented from enjoying the area and the local businesses. Not only that, but it would cut down on car traffic which would be good environmentally.
PIL 1050-Single preferred comments-.xm	4/13/2021 9:01 Donald Stockfleth	I just read that the current bridge design only accommodates cars. Nothing for pedestrians or bikes? Is this true? That's crazy! Build it right or don't build it at all. C'mon man!
PIL 1126-Single preferred comments-.xm	4/13/2021 9:24 Michael Donnelly	We are looking forward to the new bridge to connect Evansville and Henderson. Considering the bridge will likely last 100 years or so, seems it makes perfect sense to include crossing access for pedestrians and cyclists, especially since other current bridges crossing the Ohio River do not have access. Can you please take this into consideration?
PIL 1125-Single preferred comments-.xm	4/13/2021 10:28 Gary Fine	As a member of the Indianapolis Hiking Club which hikes throughout Indiana. Access to hiking near the Ohio I-69 would be a great benefit.
PIL 1124-Single preferred comments-.xm	4/13/2021 11:22 Jane Santucci	Trail advocacy is needed to ensure pedestrian/bike/ADA access on the Evansville I-69 bridge across the Ohio River. As we look at regional trails, those lead to state-to-state connections. The Fort-to-Fort trail from Terre Haute to Vincennes should eventually hook up with Evansville. Terre Haute, has these plans in the works https://static1.squarespace.com/static/5ac3f143fcf7fd282eb88baf/t/600f317085346271172bfa1f/1611608438581/DRAFT+High+Impact+Hight+Cost+%281%29.pdf
PIL 1123-Single preferred comments-.xm	4/13/2021 11:34 Daniel Bradley	It is critical that needs of those using non-motorized transportation be accommodated in the I69 bridge connecting Evansville, IN to Henderson, KY. There is ever growing use of these alternative transportation modes for both business and recreation. The needs of all Americans need to be met in this major construction project. We in western Indiana are currently building a trail following the Wabash River. It will reach Evansville and users will need a safe route to cross the Ohio River. Please respond to my input.

	<p>Please be sure to include access for pedestrians, bikes and wheelchairs across the Ohio River on the I-69 bridge. With all the interest in bicycling, walking/running and of course, increasing ADA access to these activities, why shortchange future generations?</p> <p>In west-central IN, there is a lot of work being put into a regional trail system - both on and off the roads. Eventually this will connect south to Evansville. The new I-69 bridge poses an opportunity for interstate pedestrian/bike/ADA transportation.</p> <p>When the bridge was re-constructed across the Wabash River from Terre Haute to West Terre Haute decades ago, a narrow sidewalk was finally added on one side after much concern by residents. While better than the original plan with no sidewalk, it still is not adequate - two walkers can barely pass each other, let alone cyclists or wheelchairs! If you don't do it right when the bridge is built, it will always be a problem. Plan now! Indiana is pushing trail development for transportation, tourism, recreation and safety - this project connects that to a 22nd century plan. What an opportunity you have to ensure quality of life for the future!</p>
PIL 1122-Single preferred comments-.xm 4/13/2021 11:37 Susan Dolle	<p>Hi, My name is Cathy Gearhart. I would very much like a safe, designated lane for bicycles, runners, hikers, ADA accommodations to cross the Ohio River between Evansville/Newburgh and Kentucky.</p> <p>Most of our local roads are unsafe for non-motorized transportation. Many people across the country ride bikes to work. I would like to have safe lanes in which to ride.</p> <p>Please make safe ADA and non-motorized transportation a priority!</p> <p>Thank you.</p>
PIL 1121-Single preferred comments-.xm 4/13/2021 12:23 Cathy Gearhart	<p>Mr. French called because he owns property in Evansville that may be suitable as a wetland mitigation site or bank.</p> <p>Dan Prevost directed him to IDNR, who manages the ILF program.</p>
PIL 1002-Wetland mitigation site-.xml 4/13/2021 13:00 Steve French	
PIL 1120-Single preferred comments-.xm 4/13/2021 13:01 Jeffrey Quyle	<p>Please provide safe and reasonably connected pedestrian/biking access across the Ohio River via either the new I-69 bridge or the current U.S. 41 bridge that will be retained. This is a crucial way to enhance connectivity for a wide variety of populations in our region.</p>
PIL 1010-Traffic on US 41-.xml 4/13/2021 15:00 Velma Pullam	<p>Ms. Pullam called to ask about the future of the US 41 bridges.</p> <p>She is concerned that with only one bridge open, traffic will back up into Henderson. Specifically, she asked if anyone studied whether the traffic will back up to the entrance to Audubon State Park. She lives on Elm Street and said that when there is an accident on the bridge, traffic regularly detours down her street.</p> <p>She believes both US 41 bridges should remain open and toll-free.</p>
PIL 1119-Single preferred comments-.xm 4/13/2021 16:24 Leon Neddo	<p>Please consider modes of access for pedestrians, bicyclists, and persons with disabilities in this project.</p>
PIL 1118-Single preferred comments-.xm 4/13/2021 17:01 Wilma Bailey	<p>Please provide a walking trail on the new I-69 bridge across US 41 between Evansville and Henderson KY. Those of us who are hikers would love the option of walking across.</p>
PIL 1117-Single preferred comments-.xm 4/13/2021 19:28 James Griffin	<p>I am an avid hiker and bicyclist. I want to encourage you and all the planners of the Ohio River Crossing to seriously consider adding pedestrian and bicycle lanes to the new I-69 bridge and or the old US 41 bridge. Giving easy and safe access to the citizens of Kentucky and Indiana to cross the Ohio River by walking or bicycle would encourage people to visit and explore both sides of the Ohio River for exercise or exploration.</p> <p>The joy of being out of doors in nature or riding through Louisville would be a great benefit to people of both States.</p>

PIL 1045-Single preferred comments-.xm	4/13/2021 19:41 Lori Schutz	Please include a pedestrian/bike lane for those of us who are active. We pay taxes, too, and deserve representation. A pedestrian lane could increase the safety of people with vehicle breakdowns while traveling the bridge. Thank you.
PIL 1115-Single preferred comments-.xm	4/14/2021 2:11 Richard Vonnegut	Please be sure to construct hiking lanes on the new I-69 bridge, or old US 41 bridge. I've driven over this bridge many times and feel sure hiking lanes would be well used if constructed for the many hikers who feel the same way.
PIL 1114-Single preferred comments-.xm	4/14/2021 7:43 Nathan Broom	It is too late in time to design, fund, and build a river crossing that doesn't account for people on foot, bicycle, and mobility device. We often shake our heads at the errors of our predecessors. It's not too late to avoid this error on our watch. Please respect the ever-growing tide of demand for active transportation as you move this project forward.
PIL 1113-Single preferred comments-.xm	4/14/2021 8:47 Steve Wickes	Please incorporate pedestrian friendly measures into the bridge design. Thanks.
PIL 1112-Single preferred comments-.xm	4/14/2021 9:17 Travis Girten	Please include the pedestrian crossing when planning the future connection of Evansville and Henderson.
PIL 1111-Single preferred comments-.xm	4/14/2021 9:27 Phillip Williams	We need to have bike/hike/wheelchair access lane along the new I-69 bridge or over the old US 41 bridge, between Evansville, IN and Henderson, KY. COVID has shown the need to expand accessible of our transportation system to include all forms of transportation vehicles and allow people access as hikers.
PIL 1110-Single preferred comments-.xm	4/14/2021 11:25 Janet Hollis	Please provide safe access for pedestrians and cyclists to use the new bridge over the Ohio River at Evansville. Why are planners ignoring the 1991 Intermodal Transport Efficiency Act and the 1990 ADA Act, federal laws? Please reconsider. Thank you for your attention to my views.
PIL 1108-Single preferred comments-.xm	4/14/2021 15:55 Thomas Williams	<p>I appreciate this opportunity to offer a letter in support of including a safe pathway on the proposed I-69 Ohio River Bridge to be designed for construction at Evansville, Indiana.</p> <p>It is my understanding the bridge has not been designed yet, so it is timely to incorporate safe access to the new bridge for use by hikers, bikers, walkers, joggers, and wheelchair bound people. Doing so would be consistent with the practice of providing accommodations for non-vehicular users since 1991, when "trails" were included for the first time in the Federal Intermodal Surface Transportation Efficiency Act. Especially for people who use wheelchairs and others enduring physical impairments, providing safe use of the bridge would be compliant with the Americans with Disabilities Act (ADA) enacted in the 1990s. I have been further informed that it was announced at a public hearing on April 1, 2021, that the public was allowed a 15-day period in which to offer comments on the proposal. This is an unusually short comment period for such an important project that will require a significant investment of taxpayer dollars. A comment period of even thirty days would have allowed for making more of the public aware of this proposal and the agency to have the benefit of more public input. Thank you.</p>
PIL 1109-Single preferred comments-.xm	4/14/2021 16:33 Glenna Bower, Ph.D.	<p>I have a concern about the I-69 ORX bridge design. From what I understand one of the US 41 bridges will be removed. The remaining US bridge will not have dedicated pedestrian and bicycle facilities, nor provide safe option for people, and is deficient in the consideration of all modes of transportation alternatives. This is concerning since the use of local, and national trails, greenways, parks, bicycle routes, and sidewalks have been increasing steadily since the onset of COVID-19. Also, bicycle and bicycle parts sales has increased and there is a current shortage of bicycles, bicycle parts, and components.</p> <p>In behalf of all pedestrians, bicyclists, and wheelchair users, ETC and partner groups such as Indiana Trails, Greenways Foundation of Indiana (and many more) are advocating for safe, separated, and protected accommodations within the I-69 ORX bridge design.</p>

This new bridge really MUST include some sort of accommodation for pedestrian, bicycle, and alternative transportation. This will be the only way in MILES where this will be possible, no other possibility all across Indiana and Illinois. It is so important for our communities and to facilitate connections between these two cities. We now have a bicycle sharing/renting program that includes both cities (Henderson KY and Evansville IN). There are so many reasons: low income communities that really rely on bikes for transportation, high rates of obesity that necessitate active living, economic development potential that requires such amenities, important museums and parks between the two cities that easier bike travel would help with visits to these sites between the two cities. Some have done this on the existing bridges, but it is VERY DANGEROUS!!! Thank you for your forward-looking thinking to include this!

[PIL 1074-Single preferred comments-.xm](#) 4/15/2021 0:51 Anne Statham

I have followed with keen interest the progress of ORX69's bridge design. We cannot miss this critical chance to design this bridge to provide safe passage for cyclists over the Ohio river. I have commuted by bicycle in all weather for over 28 years, covering thousands of miles in the process. It is projected that electric bikes (e-bikes), which have seen an astronomical boom in use during the pandemic, will continue their upward trend and eventually pass traditional non-assisted pedaled bikes in use. We will be seeing an impressive extension of the ranges and distances that e-bike commuters will ride to their places of employment and many other activities. We must allow them this critical passage. Moreover, a safe and accessible bicycle crossing route of this major river is SORELY needed for a north-south connector on our national trail systems. Other accommodating bridges on which I have crossed over other U.S. rivers have become shining showcases for their communities. Don't let this bridge become a dead-end for those on foot, and on two wheels. It is a brilliant investment in our low-carbon transportation future. These opportunities often do not come around but once a generation, and that is generous estimate! Thanks for your consideration, and contact me anytime for further information. -Thomas

[PIL 1073-Single preferred comments-.xm](#) 4/15/2021 3:16 Thomas Schumacher

As chair of Bike Walk Tennessee, I am writing on behalf of many people who bike and walk across the state as well as for individuals with disabilities who rely on wheelchairs or other non-vehicular mobility devices for transportation. There are many barriers to biking and walking accessibility but none is more impassable than a bridge over a river with no bike and pedestrian access. Recently, there are two examples of bridges with bike /ped access that have substantially benefited their cities and surrounding regions: a newer bridge, the Cooper River bridge, that included bike/ped from the inception, in Charleston, SC and the Big River Crossing, a retrofit bike/ped access, over the Mississippi River on I-55 from Memphis, TN to Arkansas. Both of these bridges are critical transportation connections and have provided safe mobility for all users. Additionally, Iowa's DOT is nearing completion of a new interstate (I-74) bridge over the Mississippi River in the Quad cities area that includes bike and ped facilities.

With new bridge construction, the design and construction must include non-motorized access- "do it right" from the start rather than having to retrofit later. Our supporters request that bike and pedestrian facilities be included in the planned I-69 Ohio River bridge.

[PIL 1072-Single preferred comments-.xm](#) 4/15/2021 12:37 Caroline Colley

The I-69 Ohio River Crossing DEIS released in 2018 noted that; "The US 41 bridges are particularly unsafe for pedestrians and bicycles since the bridges do not have shoulders or sidewalks." Yet, this project which seeks to improve cross-river transportation does not provide a solution to remedy this issue. As taxpayers, do pedestrians and cyclists deserve to use this facility to which they have helped to build? Do they have just as much right to cross the Ohio River as someone in an automobile? The lack of consideration for all citizens to benefit from this public works project is concerning.

I ask that this project include safe and protected pathways that allow for the use of pedestrians and cyclists to cross the Ohio River.

[PIL 1071-Single preferred comments-.xm](#) 4/15/2021 13:51 Derek Zollinger

	<p>The Ohio River Scenic Railway Company is a passenger railroad providing transportation and entertainment along the Ohio River in Perry and Spencer Counties, Indiana. As such, we find that multi-modal transportation is vital to the continued progress of our communities.</p> <p>In terms of economic health, multimodal transportation spurs investment from entrepreneurs seeking to serve those who utilize new transportation systems. In terms of physical health, new opportunities to improve health are always welcome, as are the destinations to which multi-modal transportation systems create access. In terms of mental health, for those of us who have struggled to operate a business during the pandemic, a visit to the Ohio River to observe its awesome power and potential helps to put everything into perspective and clear the head.</p> <p>The Ohio River Scenic Railway Company strongly advocates for the addition of a multi-modal option to allow people to cross the Ohio River in the Evansville-Henderson area in a safe manner as part of the ORX 69 project. We request that separate and protected (safe) bike and hike accommodations are included in the final environmental impact study and as part of the design for the crossing of the Ohio River in the Evansville-Henderson area.</p>
PIL 1070-Single preferred comments-.xm 4/15/2021 14:13 Ohio River Scenic Railwa	<p>I strongly believe the new I-69 Bridge over the Ohio River should be multi-modal by at least providing sidewalks, bikepaths, etc. for individuals wanting to cross between Henderson and Evansville without an automobile.</p>
PIL 1069-Single preferred comments-.xm 4/15/2021 14:34 Doug Yerkeson	<p>Please see that all engineering concepts for the design of this new bridge provides for equal access to all who wishto use it. This includes pedestrians, bicycle and those with ADA needs.</p> <p>As a country we spend enormous amounts of money to promote healthy lifestyles and heal those who aren't, reducetoxic emissions, and provide trails, paths and other accommodations.</p> <p>It only behooves us to plan to address and include these concerns in both the design and implementation when suchan enormous endeavor such as this bridge is begun.</p> <p>I look forward to seeing the changes made to address this concern.</p>
PIL 1068-Single preferred comments-.xm 4/15/2021 16:38 Jayne Buthod	<p>I feel strongly that we need hiking lanes on the new I-69 Bridge or the old US #41 Bridge. I appreciate your help on the issue.</p> <p>It's important that walkers & hikers have access to using bridges in Indiana.</p>
PIL 1067-Single preferred comments-.xm 4/15/2021 18:19 Barbie Schmenner	<p>I feel strongly that we need hiking lanes on the new I-69 Bridge or the old US #41 Bridge. I appreciate your help on the issue.</p> <p>It's important that walkers & hikers have access to using bridges in Indiana.</p>
PIL 1066-Single preferred comments-.xm 4/15/2021 18:50 Ann Baker	<p>Dear Planners of the Ohio River Crossing,</p> <p>I am writing to ask you to please include hiking lanes on the new I-69 Bridge. As a walker/runner/hiker, this wouldbe most appreciated.</p> <p>Thank you in advance for your attention to this important matter.</p>
PIL 1065-Single preferred comments-.xm 4/15/2021 19:56 Mary Hamlin	<p>As a dedicated hiker and cyclist, I am asking you to include a hiking lane on the new I-69/old US 41 bridge. What a great way to promote fitness between two neighboring states.</p>
PIL 1064-Single preferred comments-.xm 4/15/2021 20:09 Barb Woolard	<p>I am sending this request to please include hiking lanes on the new I-69 bridge, or old US 41 bridge. Thank you for your consideration of this.</p>

	<p>I am contacting you because I sent a question a couple of weeks ago and received no reply. I attended your virtual meeting on April 1. I was disappointed that there was no mention of an ADA compliant wheelchair and pedestrian pathway on the bridge. I hate to see tax payer money being used when access to the bridge will not be accessible to citizens with disabilities. Many new bridges in our country are made with these pathways part of the project. I would like an explanation of why this was not and is not included in this project. Money is not an excuse. There is always a way. Please see the definition of the ADA below. I believe the basis of the act is for employment, but not including an ADA accessible pathway denies a disabled person access to transportation or public accommodations as stated in the second sentence in the description below. I hope you will reconsider your decision and include this ADA pathway in your final plans.</p> <p>Anxiously awaiting your reply.</p> <p>Mary V Hess</p> <p>Southwestern Indiana Citizens for Quality of Life</p> <p>What Is the Americans With Disabilities Act?</p> <p>The Americans with Disabilities Act (ADA) is federal legislation passed in 1990 that prohibits discrimination against people with disabilities. The law made it illegal to discriminate against a disabled person in terms of employment opportunities, access to transportation, public accommodations, communications, and government activities. The law prohibits private employers, state and local governments, employment agencies, and labor unions from discriminating against the disabled.</p>
PIL 1063-Single preferred comments-.xm 4/15/2021 20:50 Mary Hess	Please include some hiking lanes on the new I-69 bridge. We move more.
PIL 1062-Single preferred comments-.xm 4/15/2021 20:59 Jill Ristine	What will we do with the bridge that will be shut down?
PIL 1008-Single preferred comments-.xm 4/16/2021 0:00	I like the route and new bridge proposed location. However, I believe both the north and south bound bridges on 41 should stay. Using only one bridge for north and southbound traffic will be extremely dangerous.
PIL 1009-Single preferred comments-.xm 4/16/2021 0:00 Text Subscriber	As an avid bike rider, resident of Indiana and working in Kentucky a few days per week, I have supported and commented several times that there needs to be a pedestrian like included on the I69 access into Kentucky. I have enjoyed the pedestrian bridges between Cincinnati and Covington, KY. I love the idea of being able to ride my bike to work on the days I need to go to Kentucky. I understand the cost may be too much to keep one of the current Highway 41 bridges for this purpose. However, if we going to spend millions on a new bridge, please put in a protected pedestrian crossing. Then tie it to the local bike paths on both sides of the river. I think access like this would be well used.
PIL 1053-Single preferred comments-.xm 4/16/2021 8:13 Paul Simms	If one of the current bridges is removed that will force a two-way traffic pattern onto the current one-way bridge. Not everyone will use the new I-69 bridge. What I understand is that the new bridge is mainly for semis wanting to eliminate the trip through Henderson traffic.
PIL 1061-Single preferred comments-.xm 4/16/2021 8:59 Kenneth Geuss	I would like to request the inclusion of pedestrian, bicycle, and American Disabilities Act (ADA) accommodations for the I-69 Ohio River Crossing bridge/project.
PIL 1049-Single preferred comments-.xm 4/16/2021 10:31 Brandi Wall	No pedestrian traffic should be allowed on an Interstate bridge. No bicycle traffic should be allowed on an Interstate bridge.
PIL 1054-Single preferred comments-.xm 4/16/2021 11:27 Scott and Jana Judd	Keep both twin hwy 41 bridges open. With the current proposal there is only one additional lane of traffic being added for a North / South corridor it does not make sense to close one of the bridges.
PIL 1059-Single preferred comments-.xm 4/16/2021 13:37	We are using I-69 all the time and think it's a job well done. However we are hikers and would like to see more hiking path ways. As you plan to build a new bridge at I-69 / Old US 41 please include a pathway across the bridge. Thank you for your consideration.

PIL 1058-Single preferred comments-.xm 4/16/2021 13:39 Jennifer Calbert	<p>The preferred route of I-69 ORX is fine with me. The question I have is this: Will Indiana and/or Kentucky have a Welcome Center for out of state travelers? I ask that because sometimes it's easier for a family or a semi truckdriver to stop at one of those rest stops then it is to completely get off I-69 for a rest break plus Welcome Centers offer Indiana State/Kentucky Commonwealth maps for each state and any info that is needed for that.</p>
	<p>Mrs. Anderson feels strongly that both US 41 bridges need to be retained. She has concerns that having only one US 41 bridge will slow down traffic. She said there are frequently accidents on or near the bridge and when that occurs, traffic backs up when there are two bridges. So one would be catastrophic and cause backups in Henderson. She also believes that combining US 41 traffic on one bridge would cause the lanes to be too narrow.</p> <p>She also believes that trucks should only be allowed on the new bridge. And that only the I-69 bridge should be tolled.</p>
PIL 1042-Single preferred comments-.xm 4/16/2021 15:00 Margaret Anderson	<p>I would just like to comment and express my wish that the committee considers adding in a protected bike /pedestrian path. Right now, there are really no feasible ways to cross the Ohio River as a cyclist or pedestrian. I think the trails in Evansville and Henderson will only continue to grow in scope and use. A pathway across the bridge would be of great use.</p>
PIL 1057-Single preferred comments-.xm 4/16/2021 15:01 Michael Endress	<p>I'm reaching out to provide public input related to the Draft Environmental Impact Statement (DEIS) on the Ohio River Crossing project. Just this week, I became aware of this opportunity to provide comments, having not known of the April 1 meeting, nor the overall planning process leading up to this point (since the meetings held in early 2019). I have two significant areas of concern to address, outlined at a high-level below, and look forward to connecting further with the appropriate parties to discuss these issues in more detail.</p> <p>First, there appears to have been a severe lack of public outreach and engagement leading to this stage in the process. I am on multiple INDOT listserves in order to receive notices of meetings, planning updates, etc., and I do not see anything in my email history since January of 2019 regarding this project. In addition, we meet monthly with INDOT and other state agencies as part of a Safe and Accessible Streets Workgroup, and do not believe this project has been discussed at all in that forum, until last week. I am interested to learn more about the public outreach and engagement activities held over the past two years and know how the 4/1 meeting was advertised.</p> <p>Secondly, I understand that the preferred alternative does not include safe, accessible and connective infrastructure for people traveling on foot, by bike, or using a mobility device. This seems to be a major oversight, given the limited other options available for multimodal travel, and it is certainly inconsistent with INDOT's Complete Streets policy and broader federal regulation.</p> <p>Please contact me so that we can find time to discuss these issues in more detail and we can better understand the ongoing project development process and timeline.</p>
PIL 1056-Single preferred comments-.xm 4/16/2021 15:12 Kim Irwin	<ol style="list-style-type: none"> 1. what would be the future of the business on 41 North? 2. is it possible to spare some of the money out of that one billion, for the one of the twin bridges that is going to remain in service so it can be repaired, painted, and have a beau
PIL 1060-Single preferred comments-.xm 4/16/2021 16:07 Mike Patel	

		<p>Bridgelink submitted the following comments:</p> <p>I would like to take this opportunity to thank the project team for the I-69 Ohio River Crossing project for the continued good work that you are doing to improve the connection between Kentucky and Indiana on I-69. I appreciate the recent meetings you have held regarding the preferred alternative and the design modifications that are moving forward.</p> <p>However, I would like to submit one comment for your consideration.</p> <p>The Bridgelink board has some concern with the new design for Veterans Memorial Parkway interchange with I-69. As you know, previously the design included loop ramps to provide efficient and safe traffic movements for Veterans Parkway traffic onto I-69. The new design instead includes a traffic light at the intersection of two ramps. While the rationale given for the change is to “provide a more direct route and reduce impacts...”.</p> <p>However, we ask that you instead look at the long-term needs of this area and go back to the original design of this interchange. With the intended closure of one of the US41 bridges, the need for a free-flowing interchange is critical. While the loop ramps may be somewhat longer than a signalized intersection, the free-flowing nature will provide safer traffic movements.</p> <p>As we look to the purpose and need of this project (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), traffic signals do not provide an alternative that meets these goals.</p>	
PIL 1006-Single preferred comments-.xm	4/16/2021 16:22	Bridgelink	You have mentioned that the evaluation of this interchange is still ongoing, and I was hoping that the new bridge would have "lights" as the Owensboro Blue Bridge. It would be an enhancement for our cities (Henderson/Evansville).
PIL 1055-Single preferred comments-.xm	4/16/2021 18:21	Tammy Willett	<p>Good morning. I'm writing on behalf of Ride Illinois – the statewide, nonprofit bike advocacy organization in Illinois. Ride Illinois strongly supports the request to include accommodations for pedestrians, cyclists, and other non-motorized methods of transportation on the I-69 bridge between Indiana and Kentucky. This once-in-a-century project is an opportunity to build for the future of transportation, not just present-day transportation (i.e. cars and trucks). In addition, southern Indiana is high on the list of our members' travel destinations due to its rolling hills, quaint towns, and abundance of parks and forests. As a result, our organization strongly supports the need to add protected bike/ped infrastructure to the I-69 bridge.</p> <p>Ride Illinois is asking for your attention in re-assessing one of the most expensive public works projects in recent Indiana-Kentucky history. This re-assessment is requested in the name of safety and for ease-of-access to non-motorized travelers crossing the Ohio River.</p> <p>We ask that adequate safe bicycle-pedestrian facilities be included in the final design of the I-69 bridge in accordance with best practice design standards recommended nationally, and in accordance with multiple other successful bridge bike-ped projects nationwide.</p> <p>Thank you for your attention to this matter and this important request.</p>
PIL 1094-Single preferred comments-.xm	4/26/2021 22:40	Dave Simmons	We very much need you to extend walking, biking, wheelchair accessible over both bridges. Thank you for your concern.
PIL 1133-Single preferred comments-.xm	4/28/2021 6:45	LM Kestle	Hello, I'd like to request that you consider including hiking lanes on the new I-69 Bridge, or old US#41 Bridge. This is crucial to keep walkers safe.
PIL 1127-Single preferred comments-.xm	4/28/2021 9:10	Jacki Caviston	Makes zero sense to shut down one of the twin bridges. The traffic will be a nightmare for locals!
PIL 1152-Bridge Removal - FB Comment-	5/4/2021 0:00	Tracy Majors	I know when I travel to Michigan I always have to stop in Henderson to get gas I guess I be stopping in Evansville after the new bridge is done looks like a lot of money is bypassing Henderson with this plan
PIL 1153-General - FB Comment-.xml	5/4/2021 0:00	Robert Billington	

PIL 1154-Green River Interchange - FB Cc	5/4/2021 0:00 Chris Blinn	I was actually surprised that Green River Rd interchange wasn't selected as the connection point. I feel like a new interchange bottles up traffic and this would probably persuade more people to take a toll bridge in both directions. Their proposed location for the new interchange really doesn't make sense on the surface.
PIL 1150-T. Anderson FB Comment-.xml	5/5/2021 0:00 N/A	This might sound selfish but we've been down to one bridge many times for many months. I'll live maybe a 1/2 mile from the new interchange on 60. Why can't we change out our bridges and make them amazing, give a new turn-off to Ellis and hurry that along. If there needs to be a toll to do that fine! But this will kill hendo 41. Everything will have to be relocated. I remember when they wanted to start the bride years ago. What the heck is going on?
PIL 1151-Bridge Removal - FB Comment-	5/5/2021 0:00 Lauren Reed	Removing the bridge really feels like a financial end of Henderson to me especially without direct access to horse racing which is already struggling.
PIL 1156-I-69 Ohio Crossing Bridge-.xml	5/7/2021 11:50 Rachel Taylor	<p>Ms. Taylor wrote: I called your office a moment ago regarding the I-69 ORX Ohio River Crossing Bridge project. Can you tell me the current stage of design? Is there a schedule available yet for bidding and construction? Dan Prevost responded: Thank you for your message. Below is some information about Sections 1 and 2. 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) Timeline: 2020 – Design 2021 – Right-of-way acquisition and utilities coordination 2022–2025 – Construction Section 2 - 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) Timeline: 2025 – Design 2026 – Right-of-way acquisition and utilities coordination 2027–2031 – Construction KYTC has issued a request for qualifications for ORX Section 1. Click here to review [transportation.ky.gov]. At this point, this is the most current procurement information available.</p> <p>If you have additional questions, let us know.</p>
PIL 1157-Audubon Chrysler-.xml	6/15/2021 17:54 Female caller	An employee at Audubon Chrysler said the owner would like to discuss the project with a team member. Erin informed her the office is still closed, but an appointment might be possible. She was supposed to call back the next day, but did not.
PIL 1158-Section 1 Shortlist-.xml	6/17/2021 13:45 Michael Clark	Mr. Clark called to see if the Section 1 shortlist had been announced. Erin sent him the link to KYTC's website via email.
PIL 1160-ROW impact-.xml	6/22/2021 11:41 Michael Weimer	<p>Mr. Weimer called to ask if right of way may still need to be acquired for his property at 3500/3510 S. Weinbach. Pipkin called him back and said as of now, a little less than an acre might be needed. This is tentative, since design isn't finalized. I also mentioned that it might be 2023 before the acquisition process of his property begins.</p>

		<p>Dear Randy,</p> <p>Thank you for your email. I've shared your comments with the project team for their consideration. If you have any additional questions or comments, please let me know.</p> <p>Sincerely,</p> <p>Erin Pipkin</p> <p>On April 22, 2017 at 1:13 PM Randall Alsman <RKAlsman51@hotmail.com> wrote:I am writing to support the east corridor for the future I-69 bridge over the ohio river over the other options.</p> <p>I don't like that the east corridor would likely require the taking and demolishing of neighborhoods north and south of the Ohio River. Great effort should be made to avoid or minimize that action. However, I doubt any of the routes would not also run through existing neighborhoods and residences. My support for the east corridor is mostly due to fatal flaws with the central and west corridors. 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 east corridor doesn't carry that risk.</p> <p>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.</p> <p>The central corridor is a bit farther from Eagle Slough, but still would destroy heavily wooded land in Kentucky near the river, further threatening the eagles and other wildlife. The east corridor appears to run through primarily farmland. The land required for the east corridor would be the least expensive per acre to acquire, would be least disruptive to wildlife, and would destroy fewer homes</p>
PIL 0012-The East Corridor is the best option-.xml	Randy Alsman	<p>No impact from corridors.</p> <p>Left a message 4/12</p>
PIL 0658-Business Survey follow-up information provided by	Dr. Brad Fulkerson	<p>Stephen J. Glenn My big question is if the central route is the route that is chosen, then why would you have to close down one of the twin bridges? So the traffic would go from 4 lanes divided down to 2 lanes across the river and then back to 4 lanes divided again. Do you all realize how dumb that sounds. If it isn't broke DON'T fix it. Not to mention all the time and money certainly being spent redoing 41.</p>
PIL 0802-Stephen J. Glenn -- Facebook Comment-.xml	Stephen J. Glenn	