

APPENDIX C-5

River Cities Advisory Committee (RCAC) Meeting Records

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MEMORANDUM

To: Project Team

From: Public Involvement Team

Date: June 20, 2018

Subject: River Cities Advisory Committee (RCAC) – Membership List

City of Evansville

Steve Schaefer, Deputy Mayor

City of Henderson

William “Buzzy” Newman, City Manager

Henderson County

Bill Hubiak, Henderson County Engineer

Vanderburgh County

Bruce Ungethiem, County Commissioner

Warrick County

Bobby Howard, Highway Director

Angel Mounds State Historic Site

Mike Linderman, Site Director

Audubon State Park

Mark Kellen, Park Manager

Community Action Program of Evansville (CAPE)

Gale Brocksmith, Director of Planning and Corporate Affairs

Community Baptist Church

Dr. Tim Hobbs, Pastor

Congregations Acting for Justice and Empowerment (CAJE)

Amy DeVries, Lead Organizer

Deaconess Health System

Jared Florence, Vice President, Business Development

Ellis Park Race Course

Jeff Hall, Mutuel Manager and Ellis Park Leadership Team

Evansville Audubon Society

Niles Rosenquist, Treasurer

Evansville Bicycle Club

Diane Bies, President

Evansville – Vanderburgh School Corporation

Dr. Bryan Perry, Asst. Superintendent of Human Resources

Gibbs Die Casting/Koch Enterprises

Robert (Bob) Koch II, Chairman

Growth Alliance for Greater Evansville

Ellen Horan, President

Henderson City-County Planning Commission

Brian Bishop, Executive Director

Henderson Community College

Dr. Kris Williams, President

Henderson County Schools

Marganna Stanley, Superintendent

HOLA Evansville

Daniela Vidal, President

Housing Authority of Henderson

Bobbie Jarrett, Executive Director

Indiana Motor Truck Association

Gary Langston, President

Kentucky Trucking Association

Guy Young, President and CEO

MEMORANDUM – RCAC Membership List – September 22, 2017

Kyndle

Tony Iriti, CEO

Latino Chamber Alliance

Brant Flores, Chairman

Methodist Hospital

Jack Hogan, Vice President of Ancillary Services

Metropolitan Evansville Transit System (METS)

Todd Robertson, Evansville Dept. of Transportation and Services, Executive Director

Metro Planning Organization (MPO)

Pam Drach, Deputy Director

NAACP, Evansville chapter

Rev. Gerald Arnold, President

NAACP, Henderson chapter

Deborah Jackson Hoda, President

Southwest Indiana Chamber of Commerce

Tara Barney, President and CEO

United Neighborhoods of Evansville (UNOE)

Chris Cooke, Board Member

University of Evansville

Shane Davidson, Vice President for Enrollment and Marketing

University of Southern Indiana

Mark Bernhard, Associate Provost Outreach and Engagement

US 41 Business Owner

Jeff Troxel

Valley Watch

John Blair, President



MEETING SUMMARY

Date: April 13, 2017

Time: 2:30 to 4 p.m. CT

Meeting: River Cities Advisory Committee Meeting #1

Location: Central Library, Evansville, IN

1. Welcome
 - The River Cities Advisory Committee was assembled because Indiana and Kentucky are reinitiating a study of the I-69 corridor. The required federal environmental review, under of the National Environmental Policy Act (NEPA), is beginning and will take two to three years.
 - The findings will identify route, bridge location and requirements, and financing solutions. The outcome is a Record of Decision from the Federal Highway Administration, which is expected in late 2019
2. Introduction of Project Team & RCAC members
 - Project Team – Several representatives of the Project Team, FHWA, INDOT and KYTC were present
 - Members – Twenty-seven business and community leaders from Evansville and Henderson attended the meeting. See attachment for invited organizations.
3. Role of the RCAC (River Cities Advisory Committee)
 - We've assembled a diverse group of engaged voices representing both sides of the river, including representatives of:
 - Government
 - Business
 - Environmental interests
 - Education
 - Environmental justice communities

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- Having regular RCAC meetings will assure consistent, two-way communication. This forum allows the Project Team to gain a better understanding of stakeholder issues and an opportunity to hear differing views. RCAC meetings provide an opportunity for collaborative problem solving, and a chance to build understanding and support throughout the project.
- We plan to meet five to six times during the next three years, at key milestones in the NEPA study.

4. Project overview

- Our Proposed Purpose and Need:
 - Complete the I-69 connection between Indiana and Kentucky
 - Develop a solution to address long-term cross-river mobility
 - Provide a cross-river connection to reduce congestion and delay
 - Improve safety for cross-river traffic
- The I-69 crossing is a missing interstate link
 - Modern interstate crossing is needed to meet current and future traffic demands
 - Improved transportation system leads to increased economic opportunities
 - Both states are currently more cost-conscious than we were in 2004 during the DEIS.
- What's different this time around – Back in 2004, when the Draft Environmental Impact Statement (DEIS) was published, it stalled because there was no identified funding source.
 - Since then, Indiana and Kentucky have committed to funding and completing more than 260 miles to interstate standards from Mayfield, KY, to Martinsville, IN. The Project Team is including financial feasibility in this study, and tolling will be studied as part of a funding solution.

Both states also have a success story that is somewhat similar to this project. For the Ohio River Bridges project in Louisville, the alternative identified in the FEIS was \$4.1 billion. However, through innovative design and financing, the end cost was reduced to \$2.3 billion.

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- Fix For 41 – There's a 3.8-mile project on the dual bridges that begins May 5. This is not part of the I-69 ORX project.
 - This \$25 million will rehabilitate seven US 41 bridge, pavement repair and bridge deck overlay. Only the southbound bridge will be completely resurfaced.
 - It begins this spring and continues through summer 2019.
 - Website link www.in.gov/indot/3459.htm

5. National Environmental Policy Act (NEPA)

- We're going to build on the work done in the previous studies, but we'll take a fresh look at that data. Since the approach in 2004 wasn't affordable, we'll consider alternative ways to develop and finance the project.
- Broad alternatives
 - West corridors – These corridors follow exiting US 41 alignment across the river. The difference is where they would go within the commercial stretch of US 41. Corridor 2 goes right along existing US 41. Corridor 1, which was looked at in the 2014 study, would shift it a little to the west. US 41 would remain along the commercial strip to provide local access.
 - Central corridors – 2014 feasibility study. I-69 to east of the US 41 interchange. Corridor 1 is a little shorter and ties in between Zion Road and US 60. Corridor 2 continues further south to the Henderson Bypass and KY 136.
 - East corridor – Connect to SR 662, head south and cross the river just east of Angel Mounts. Tie into where central corridor 2 would be. These haven't been designed; these are our starting points for our studies.
- We need to know if there are other corridors to consider. We'll provide data later to help analyze the corridors.
- US 41 twin bridges – (slide 20) – The current bridges are old; they are safe, but the cost of maintaining those structures will become increasingly expensive. The existing lanes are more narrow and there is no shoulder. I-69 ORX will address what to do to these bridges. All options for one or two bridges are currently being considered.

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- Factors we'll consider include cost, the public's opinion, design issues, traffic demands.
 - We will place a special effort on ensuring that impacts to minority and low-income groups are considered carefully.
 - We are forming an Environmental Justice Subcommittee and we'd like for several members of the RCAC to join that group. Please see any of us after the meeting to sign up, or to suggest someone in your community who might make a good member.
- 6. Communications protocol and recommendations
 - Launch schedule – We launched the website in March, and met in April with several key stakeholder groups, including the RCAC, Interagency Advisory Committee, elected officials and the media.
 - Public involvement tools – We are employing many different ways for residents to get involved and provide feedback. We have two project offices, one each in Henderson and Evansville. We also have Facebook, Twitter, e-newsletters and text messaging.
- 7. Next meeting
 - Summer 2017
- 8. Adjourn



River Cities Advisory Committee

Individuals who attended the first meeting

Name	Organization(s)
Jeff Troxel	US 41 business owner
Amanda Campbell	University of Evansville
Gale Brocksmith	CAPE
Rev. Gerald Arnold	NAACP
Bobbie Jarrett	Housing Authority of Evansville
Chris Cooke	UNOE
Mike Linderman	Angel Mounds
Chuck Stinnett	Kyndle
Tim Hobbs	Community Baptist Church
Kevin McClearn	Project Team
Todd M. Robertson	City of Evansville
Bob Koch II	Koch Enterprises, Bridgeline
John Blair	Valley Watch
Brian Bishop	Henderson Planning
Jeff Hall	Ellis Park
Amy DeVries	CAJE
Debbie DeBailee	EVSC
Brant Flores	LCA
Mark Bernhard	USI
Bill Hubiak	Henderson County
Jack Hogan	Methodist Hospital
Marganna Stanley	Henderson County Schools
Steve Schaefer	City of Evansville
Russell Sights	City of Henderson
Justin Groenert	SWIN Chamber
Jennifer Preston	Henderson Community College
Diane Bies	Evansville Bicycle Club
Pam Drach	EMPO



Name	Organization(s)
Mindy Peterson	Project Team
Chad Carlton	Project Team
Amy Williams	Project Team
Erin Pipkin	Project Team
Michelle Allen	FHWA - IN
Duane Thomas	FHWA - KY
Dave Waldner	KYTC
Eric Rothemel	FHWA – KY
Ken Sperry	Project Team
Wade Clements	KYTC
Marshall Carrier	KYTC
Gary Valentine	KYTC
Paul Boone	INDOT
Steve Nicaise	Project Team
Janelle Lemon	INDOT
Dan Prevost	Project Team
Brian Aldridge	Project Team
Amber Schaudt	Project Team



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River Cities Advisory Committee

Organizations invited to participate in the first meeting

City of Evansville

Vanderburgh County

Evansville Metro Planning Organization (MPO)

Warrick County

Community Action Program of Evansville (CAPE)

Congregations Acting for Justice and Empowerment (CAJE)

HOLA Evansville

Latino Chamber Alliance

Metropolitan Evansville Transit System (METS)

NAACP, Evansville chapter

United Neighborhoods of Evansville (UNOE)

Angel Mounds State Historic Site

Deaconess Health System

Evansville Bicycle Club

Evansville – Vanderburgh School Corporation

Growth Alliance for Greater Evansville

Southwest Indiana Chamber of Commerce

University of Evansville

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University of Southern Indiana

Valley Watch

Hoosier Environmental Council

City of Henderson

Henderson City-County Planning Commission

Henderson County

Housing Authority of Henderson

NAACP, Henderson chapter

Community Baptist Church

Audubon State Park

Ellis Park Race Course

Gibbs Die Casting/Koch Enterprises

Henderson Community College

Henderson County Schools

Kyndle

Methodist Hospital

US 41 Business Owner

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River Cities Advisory Committee Roles and Responsibilities

Project overview

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing (I-69 ORX) between Evansville and Henderson.

The states have reinitiated a study of the corridor under the National Environmental Policy Act (NEPA), which will help identify the route, bridge location and requirements, and financing solutions for a new I-69 Ohio River Crossing. This study includes:

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

This project will consider the results of previous studies as well as major investments both states have made over the past decade in construction of the I-69 corridor. The I-69 ORX project will re-engage the region to develop a plan for this critical link that not only meets the purpose and need, but also is financially feasible.

Community Advisory Committees (CACs)

INDOT, KYTC and the Federal Highway Administration (FHWA) recognize the value of public outreach in the transportation decision-making process. For I-69 ORX, the River Cities Advisory Committee (RCAC) will serve in an advisory capacity and provide valuable community input.

The RCAC will consist of representative stakeholders who will meet regularly to provide input and facilitate discussion throughout project development.



What is a CAC?

A CAC is a group of stakeholders that meets regularly to discuss study-related issues or concerns during project development. CAC members serve as liaisons between the community they represent and the Project Team. The Project Team is a group that includes INDOT, KYTC and a team of consulting engineers, scientists, traffic planners, public outreach professionals, etc.

CACs provide a forum for community representatives to learn about a particular project, share their views with the Project Team, and discuss project issues with one another in a small-group setting. The objective of a CAC is to provide project information to the public and receive public input in a two-way communication process. CACs are at their best when varying public opinions are expressed in an open and productive dialogue.

Although INDOT, KYTC and FHWA will maintain ultimate authority over decisions regarding the project, the CAC will serve an important advisory role to the States and the Project Team.

Why are CACs useful?

A CAC is one of many public involvement tools the I-69 ORX Project Team will use to gain stakeholder input and build community support during the National Environmental Policy Act (NEPA) process. A CAC provides a forum for educating stakeholders, building understanding and engaging in discussion of study issues with a variety of stakeholders, which in turn builds project credibility.

A CAC can also be a conduit for getting information out to the community. Potential benefits of a CAC include:

- Continuity. A CAC provides the opportunity to meet with the same group of people over time. This consistency enables the study team to build relationships with stakeholder representatives and understand stakeholder issues and concerns in greater detail.
- Detailed discussion of key issues. The continuity of a CAC provides the opportunity to engage in meaningful discussion and provide valuable feedback to the study team.
- CAC members become educated on the technical issues surrounding a roadway project, allowing them to provide valuable feedback to the study team.



- CAC members serve as resources to the general public, providing project information and clarification on issues of interest.
- The opportunity for participants to hear differing views. A CAC can help stakeholders recognize the variety of viewpoints within their communities, providing a forum for community members to work together, and, in some cases, to come up with new ideas or resolve differences.

How were RCAC members selected?

The FHWA has published guidelines for public involvement that include CAC development information.

RCAC members need not have in-depth knowledge of the project, but a general understanding of the project is encouraged. Members must represent a group of project stakeholders. RCAC members are specific persons who have been invited to participate.

A wide range of viewpoints is sought in the selection of RCAC members, as this allows for a comprehensive discussion of issues or concerns and enables transportation officials to gather a holistic understanding of the general community. The Project Team has developed a robust public involvement strategy that reaches key stakeholders in a variety of ways. With this comprehensive approach in mind, the Project Team sought to maintain a reasonably sized advisory committee. While not all are represented on the RCAC, the following types of organizations were considered for membership:

- | | |
|-------------------------------------|--------------------------------------|
| • Local jurisdictions | • Environmental groups |
| • Civic organizations | • Elected representatives |
| • Businesses | • Neighborhood |
| • Large employers | representatives/leaders |
| • Minority and low-income groups | • Religious leaders |
| • Interest groups | • Educational leaders |
| • Facility users, including freight | • Emergency services representatives |
| providers, bicyclists, and | |
| pedestrians | |

River Cities Advisory Committee meetings

The RCAC will meet four to six times during the NEPA process. At each meeting, the Project Team will share project information and elicit input from RCAC members. The meetings will be designed to help RCAC members develop insight into the transportation planning process.

Each RCAC meeting will be led by the Project Team. Minutes of each meeting will be prepared and circulated to RCAC members. Additional subcommittees – including the Environmental Justice Subcommittee – may also be formed. The dates, times and locations of all meetings will be established by RCAC members and the project manager.

RCAC members should share the information discussed at each meeting with the organizations and communities they represent, thereby increasing public involvement in the project.

Meeting summaries and other information presented at RCAC meetings will be made available to the public on the project website, www.I69OhioRiverCrossing.com.

Protocol

- RCAC is an advisory committee, not a voting body.
- Members are expected to make an effort to attend every RCAC meeting.
- If a member cannot attend, he/she may invite someone to serve as his/her proxy. The member must submit the name of the proxy to the facilitator or project manager for consideration at least 48 hours prior to the RCAC meeting. A RCAC member may send a proxy to no more than two of the RCAC meetings.
- No recording equipment will be allowed in RCAC meetings.
- Minutes from RCAC meetings will be posted on the project website.



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Project Schedule

April 2017	Public launch, hold first round of stakeholder meetings and public open houses
Summer 2017	Level 1 screening complete, second round of stakeholder and public meetings
Fall 2018	Publish Draft Environmental Impact Statement (DEIS), hold public hearing
Late 2019	Publish Final Environmental Impact Statement (FEIS)/Record of Decision

Contact Information:

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www.I69OhioRiverCrossing.com

Facebook – I-69 Ohio River Crossing
Twitter – @I69ORX
Text ORX to 33222

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I-69 OHIO RIVER CROSSING

JANELLE LEMON, INDOT, PROJECT MANAGER
GARY VALENTINE, KYTC, MAJOR PROJECT ADVISOR
STEVE NICAISE, PARSONS, PROJECT MANAGER
DAN PREVOST, PARSONS, ENVIRONMENTAL LEAD



WHAT'S HAPPENING

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



RIVER CITIES ADVISORY COMMITTEE

3



RCAC Members

- Diverse group of engaged voices
- Representation from both sides of the river
- Members include representatives of:
 - Government
 - Business
 - Environmental interests
 - Education
 - Environmental justice communities



4

Role of the RCAC

- Meets near milestones, 5 to 6 times during the 2 to 3 year project
- Provides input throughout the NEPA process
- Serves as a sounding board for study information and choices
- Facilitates collaborative problem solving, discussion of specific issues
- Serves as link to the community, sharing project information



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Benefits of RCAC

- Consistent communication
- Better understanding of stakeholder issues
- Detailed discussion of key issues
- Opportunity to hear differing views
- Opportunity for collaborative problem solving
- Opportunity to build understanding and support throughout the project



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FIX FOR 41

7



Fix For 41

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

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Work Being Done

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

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I-69: COMPLETING THE CONNECTION

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The Missing Link

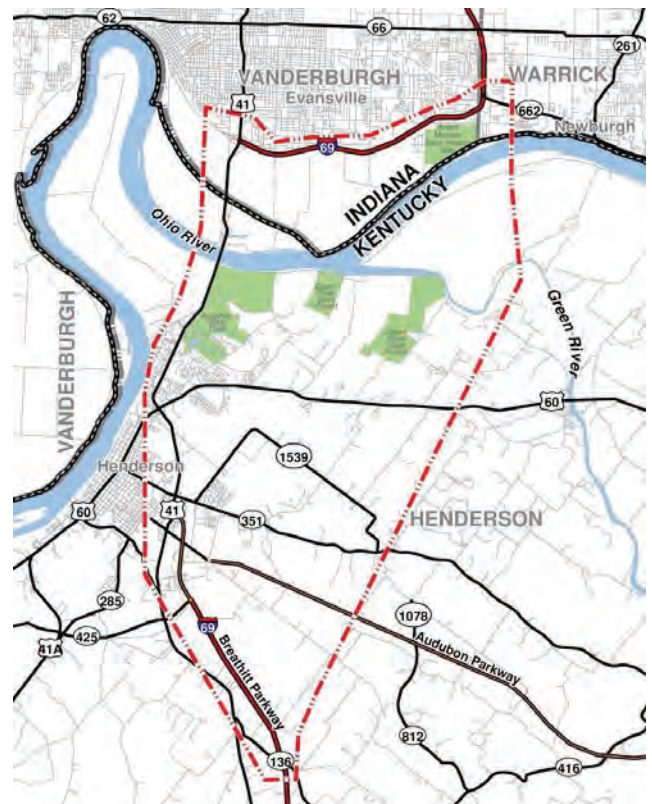
- I-69 ORX is needed to complete I-69 in Indiana and Kentucky
- Both states are completing major improvements to the I-69 corridor
- More than 260 miles of roadway are being improved to interstate standards
- Improvements extend from Mayfield, KY to Martinsville, IN



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Purpose and Need

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

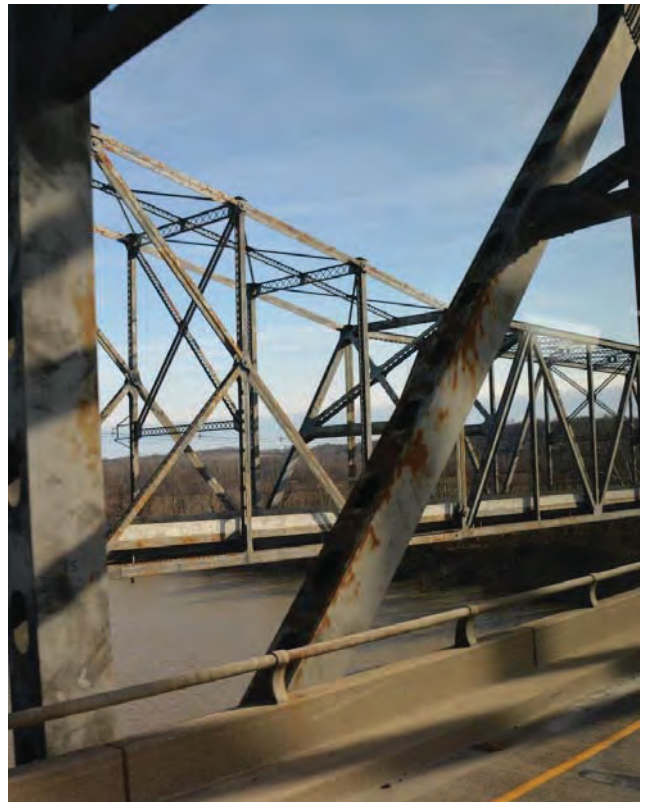


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Why it Matters

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

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A Second Chance

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

Since then:

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

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A Success Story

Ohio River Bridges Project

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

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STUDY OF I-69 CORRIDOR

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What Happens Now

- Project will build on past work
- Project Team will develop and analyze a range of alternatives
- Social, economic and environmental impacts will be assessed
- Coordination and consultation with agencies and local officials
- Opportunities for public involvement

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Broad Alternatives

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

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Broad Alternatives

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

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US 41 Twin Bridges

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

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STAY INFORMED

21



Project Timeline

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



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Public Input

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



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Contact Us

- Evansville Project Office
320 Eagle Crest Dr., Ste. C
- Henderson Project Office
1970 Barrett Ct., Ste. 100
- (888) 515-9756
- info@I69ohiorivercrossing.com
- Follow progress on our website,
www.I69ohiorivercrossing.com
- Facebook, I-69 Ohio River Crossing
- Twitter, @I69ORX



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THANK YOU

PARTICIPATION CHARTER

The Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC) and the River Cities Advisory Committee (RCAC)

INDOT Des No 1601700 – I-69 Ohio River Crossing (ORX)

We, THE RCAC MEMBERS for the I-69 Ohio River Crossing (ORX) Project, commit ourselves to treating other members of our team, the constituents we represent and the general public respectfully at all times. Comprehensive and meaningful public involvement helps ensure a successful project. Our mutual expectations and professional values are:

MEETING GROUND RULES:

- Meetings will begin promptly at the specified time, whether or not all members are present. Meetings will conclude as scheduled.
- All members will aim to create a positive meeting environment, including respectful communication, limited personal interruptions, and a thoughtful attitude.
- All members will maintain a sense of humor and flexible approach to problem solving.
- All members will focus discussion on project needs or interests, not personal positions.
- The RCAC is an advisory group formed to allow INDOT and KYTC to hear directly from project stakeholders. INDOT and KYTC will listen to all opinions expressed during RCAC meetings. Items up for discussion/decisions will NOT be voted on or agreed to by majority vote. RCAC members may make recommendations, but not decisions, regarding the project. INDOT, KYTC and the Federal Highway Administration (FHWA) will make final decisions based on a balance between RCAC discussion and other project elements.
- All members are expected to participate in meeting discussions, rather than holding comment/discussion for a later time or among a smaller audience. Questions, ideas, and thoughts are to be shared with the whole team.
- All members will respect the meeting agenda. The agenda will be followed unless/until the approach outlined on the agenda for addressing an issue does not work.
- All meetings will be facilitated by a member of the project team. It is understood that this individual is responsible for maintaining meeting agendas and therefore may table discussions or limit an individual's comment time, if necessary.
- Discussions will not be reopened solely for the benefit of those who did not attend the previous meeting.

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- No recording equipment will be allowed in RCAC meetings.

ATTENDANCE:

- All RCAC members are expected to make an effort to attend every RCAC meeting.
- If a member cannot attend, he/she may invite someone to serve as his/her proxy. The member must submit the name of the proxy to the facilitator or project manager for consideration at least 48 hours prior to the RCAC meeting. A RCAC member may send a proxy to no more than two of the RCAC meetings.
- RCAC meetings are intended only for RCAC members and project team members to attend.

COMMUNICATION:

- There will be open and honest communication among all members.
- RCAC members will have direct contact with the public involvement project manager.
- RCAC members will receive agendas for meetings at least one week prior to the meeting date.
- All members will receive meeting minutes within 10 days of the completion of the meeting. Meeting summaries will be posted on the website in the same time frame.
- All members agree to share the latest information available to them, whether project-based or constituent-based, with their constituents or represented groups.

PROJECT QUALITY

- Everyone participates actively. Each member will bear individual responsibility for contributing actively to the constructive group process that supports the project goals.
- RCAC members will focus recommendations on topics that preserve and enhance the human and natural environment of the neighboring communities.
- RCAC members are seen as an extension of the project team, and as such are partially responsible for the final quality of the project design and its sensitivity to local issues/interests.
- RCAC members will make all efforts possible to become educated on the technical issues surrounding the project. If necessary, members will request more details from the project team to improve their own individual understanding.

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TIMELINESS & SCHEDULE:

- RCAC meetings will occur four to six times during the NEPA study phase, which is expected to last until late 2019.
- All members recognize that the project is dynamic and therefore some elements of the schedule must remain fluid.
- All members recognize their responsibility to provide comments within requested time frames and respond to the project team as quickly as is possible.
- All members are expected to participate in all phases of the project. If a “build alternative” is selected, RCAC meetings will continue after the selection of the alternative, as needed.

FISCAL RESPONSIBILITY:

- All members recognize the limited financial resources of the project and therefore agree to make cost-effective recommendations.
- All members recognize that resources need to be shared equitably among stakeholders along the route.

PUBLIC RELATIONS:

- RCAC members should share the information discussed at each meeting with the organizations and communities they represent, thereby increasing public involvement in the project.
- RCAC members will notify the public involvement project manager immediately of any requests for project material or personal interviews with media representatives.
- RCAC members agree not to discuss or share information about the project with the media without the express approval or request of INDOT and KYTC.
- RCAC members will assist the project team in identifying appropriate local venues to discuss the project with various stakeholder groups. RCAC members with relationships to these groups will assist the project team in getting on meeting agendas or making the right contact.

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OHIO RIVER CROSSING

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

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

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

The study will include:

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

Proposed Purpose and Need

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

A Second Chance

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

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

Spring 2017



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

Summer/Fall 2018



Summer 2017

Open houses to discuss the short list of alternatives.



Fall 2019

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

Follow our progress



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I-69 Ohio River Crossing



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Evansville Project Office

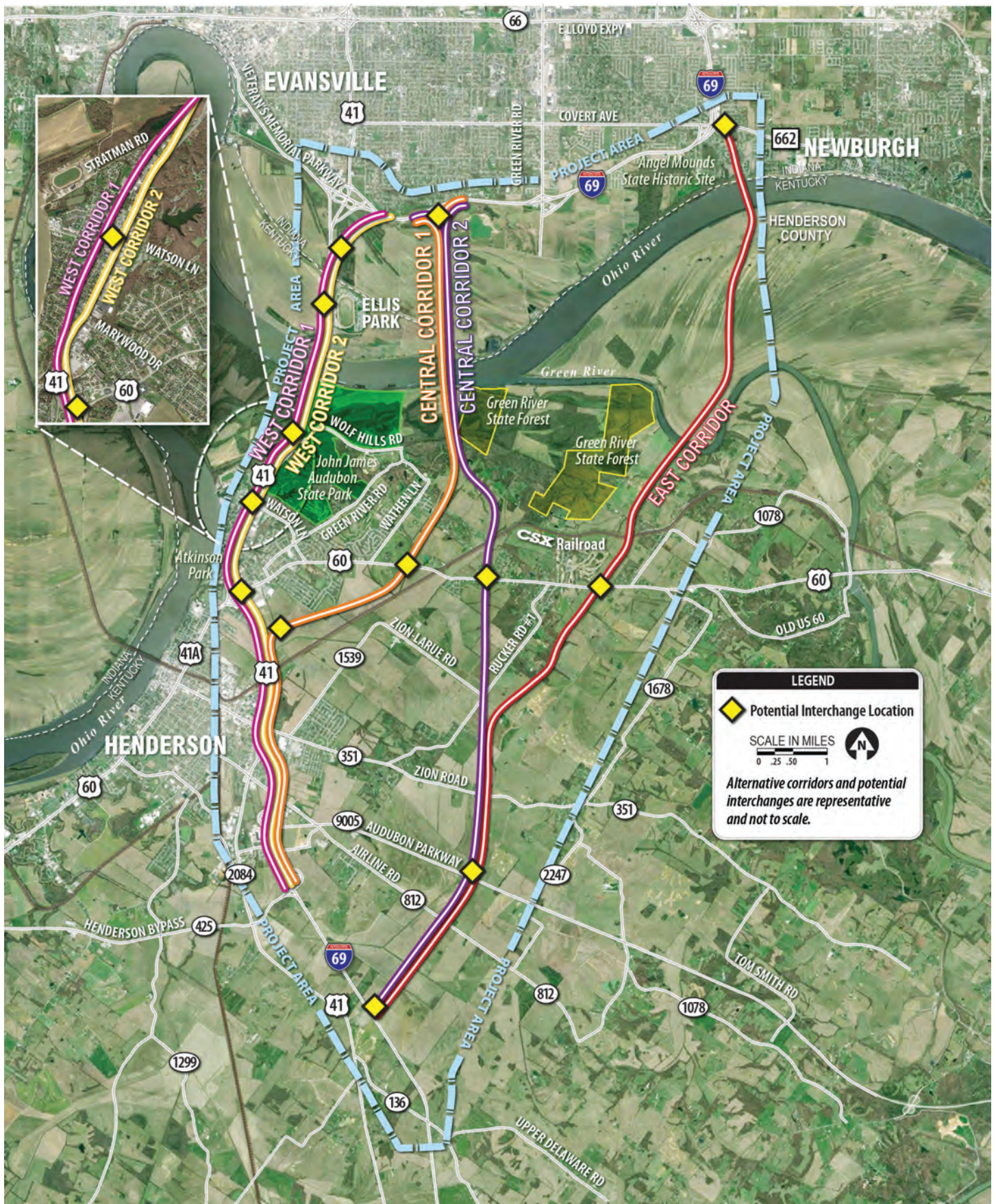
320 Eagle Crest Dr., Ste. C
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(888) 515-9756
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Henderson Project Office

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Henderson, KY 42420

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OHIO RIVER CROSSING

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

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

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

The study will include:

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

Open Houses

**18
APR**

Henderson

Tuesday, April 18, 5 – 7 p.m.
Presentation at 5:30 p.m.
Henderson Community College
Preston Fine Arts Center
2660 S. Green St.

**20
APR**

Evansville

Thursday, April 20, 5 – 7 p.m.
Presentation at 5:30 p.m.
Cedar Hall Community School
2100 N. Fulton Ave.

Proposed Purpose and Need

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

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

Spring 2017



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

Summer/Fall 2018



Summer 2017

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MEETING MINUTES

Date: July 19, 2017

Time: 1 to 2:30 p.m. CT

Meeting: RCAC Meeting 2

Location: Worsham Hall, Henderson, Kentucky

Invitees: RCAC Members and I-69 ORX Project Team

Attendees:

Name	Organization
Gale Brocksmith	CAPE
Bobbie Jarrett	Housing Authority of Evansville
Mike Linderman	Angel Mounds
Bob Koch II	Koch Enterprises, BridgeLink
John Blair	Valley Watch
Niles Rosenquist	Evansville Audubon Society
Marganna Stanley	Henderson Community Schools
Jack Hogan	Methodist Hospital
Patricia Hayden	McLean County
Mike Linderman	Angel Mounds State Historic Site
Todd Robertson	City of Evansville
Jeff Hall	Ellis Park
Brian Bishop	Henderson Planning
Tony Iriti	Kyndle
Brittaney Johnson	Posey Co. Economic Develop Partnership
Mark Kellen	Audubon State Park
Justin Groenert	SWIN Chamber

MINUTES – I-69 ORX RCAC Meeting 2 Summary – July 19, 2017

Name	Organization
Anne Matthews	Henderson Community College
Pam Drach	EMPO
Kevin McClearn	Project Team
Mindy Peterson	Project Team
Amy Williams	Project Team
Erin Pipkin	Project Team
Duane Thomas	FHWA – KY
Eric Rothermel	FHWA- KY
Ken Sperry	Project Team
Marshall Carrier	KYTC
Gary Valentine	KYTC
Steve Nicaise	Project Team
Janelle Lemon	INDOT
Dan Prevost	Project Team
Brian Aldridge	Project Team
Amber Schaudt	Project Team
D'Lee Vieck	INDOT
Diane Hoeting	Project Team
Susan Harrington	INDOT
Margaret Moore	Project Team
Chris Meador	Project Team
Jim Poturalski	INDOT
Andy Dietrick	INDOT
Melvin Bynes	KYTC
Janice Osadczuk	FHWA-IN

MINUTES – I-69 ORX RCAC Meeting 2 Summary – July 19, 2017

1) Welcome

- New participants introduced themselves. Mindy Peterson provided an overview of the RCAC and the handouts each member received.
 - Project Team – Several representatives of the Project Team, FHWA, INDOT and KYTC were present.
 - Members – Fourteen (14) business and community leaders from Evansville and Henderson attended the meeting. See attachment for invited organizations.
- Everyone was reminded to sign in.
- A summary of the RCAC Meeting #1 has been posted to the project website at: [\[link\]](#).

2) Project overview

- The Project started with five corridors to screen: West Corridor 1, West Corridor 2, Central Corridor 1, Central Corridor 2 (2004 DEIS Preferred Corridor), and East Corridor. The No Build option was also considered and serves as a baseline for comparison.
- Multiple factors were considered during screening. A good deal of data was collected and analyzed. Three (3) corridors came out of the screening process. The team will conduct a deeper dive of these corridors in the Draft Environmental Impact Statement (DEIS). The purpose of this meeting is to get input from RCAC members about the corridors moving forward.
 - The Project's Purpose and Need is to complete the I-69 connection between Indiana and Kentucky; develop a solution to address long-term cross-river mobility; provide a cross-river connection to reduce congestion and delay; and improve safety for cross-river traffic.
- Outreach activities to date:
 - Open houses were held on April 18 and 20, 2017
 - Presentations have been given at government, neighborhoods and civic meetings
 - Multiple meetings held with advisory committees, including government leaders; RCAC representatives from Indiana and Kentucky; Environmental Justice Subcommittee (a voice for low income or minority populations); Interagency Advisory Committee; state, local and federal agencies; technical working groups (coordination with local and state transportation officials); and consulting parties (groups with an interest in historic preservation).
 - Comments received from the public – The Project Team received valuable feedback thus far. Feedback through May 31 included:
 - 62 surveys (2/3 from Henderson; 1/3 from Evansville)
 - 8 calls to the hotline

- 15 emails
- 9 visitors at project offices
- Comments are illustrated on the infographic handout. Feedback is analyzed and considered during the screening process.
- Two more open houses are scheduled for July 31 and August 1 (see handout and flier). The RCAC will also receive an electronic flier to share.

3) Screening report

- Screening criteria. The goal of the screening process is to develop decision-making criteria for the project. The Project Team is working to narrow the number of study corridors for comparative analysis. In the screening process, data was gathered on a wide range of subjects. Corridors were reviewed from an engineering standpoint, “windshield” surveys were conducted and corridors were evaluated based on screening criteria. Does it meet the Purpose and Need? What are impacts to homes, businesses and the natural environment? Can it be built, if so, how much might it cost?
- Recommended short list. The Screening Report recommended a short list of corridors for detailed analysis in the DEIS.
- Locations of corridors. West Corridor 1, West Corridor 2 and Central Corridor 1 will be carried forward for detailed analysis.
 - West Corridor 1
 - 8.6 miles long
 - Very urban, follows US 41 commercial strip in Henderson
 - This corridor would replace the US 41 Twin Bridges, with six travel lanes crossing the Ohio River on one structure
 - Cost estimate is \$920 million to \$1.06 billion, which includes the cost to demolish the US 41 bridges
 - More residential impacts than the other two corridors
 - Similar or fewer natural resource impacts
 - Fewest impacts to rivers/streams, floodplains, prime and active farmland, and other protected areas
 - Low impacts to forested habitat
 - This corridor uses more existing roadway, cutting down on the lifecycle maintenance costs
 - West Corridor 2
 - 8.7 miles long
 - Also very urban, follows US 41 commercial strip in Henderson
 - This corridor would replace the US 41 Twin Bridges, with six travel lanes crossing the Ohio River on one structure

- Cost estimate is \$910 million to \$1.05 billion, which includes the cost to demolish the US 41 bridges
- More business impacts
- Similar or fewer natural resource impacts
- Fewest impacts to rivers/streams, floodplains, prime and active farmland, and other protected areas
- Low impacts to forested habitat
- Central Corridor 1
 - 9.4 miles long
 - The Project Team will study this corridor with different scenarios for the future of the existing US 41 bridges
 - Lowest construction costs at \$740 to \$860 million
 - Fewest residential relocations and no business relocations
 - Highest impact to forested wetlands and forest habitat
 - Utilizes 2.8 miles of existing US 41, resulting in fewer new miles of roadway and lower operation and maintenance costs than Central 2 or East corridors
- No Build Alternative
 - Must be carried forward for comparison
 - Because part of this study addresses the future of the US 41 Twin Bridges, this isn't a no-cost alternative
- Eliminated corridors:
 - Central Corridor 2
 - 13 miles long
 - Second highest new roadway miles and lifecycle/operation and maintenance costs
 - Cost estimate is \$880 million to \$1 billion
 - Second highest impacts to wetlands, rivers/streams, open water, forested habitat, floodplains (highest impacts to floodways), prime and active farmland, and other protected lands
 - Potentially impacts 3 acres of the Green River State Forest
 - East Corridor
 - Longest corridor at 14.9 miles
 - Highest construction costs \$1 to \$1.13 billion)
 - Highest new roadway miles and operation and maintenance costs
 - Additional major bridge crossing the Green River, which added to the construction and maintenance costs

- Highest impacts to prime and active farmland, rivers/streams, floodplains and other protected lands
 - Second highest number of homes impacted
 - Concerns regarding potential noise, vibration and visual impacts to Angel Mounds
- 4) Cross sections for corridors carried forward
- The three short-listed corridors – West Corridor 1, West Corridor 2, and Central Corridor 1, will be carried forward and analyzed in detail in the DEIS
 - Typical cross sections were presented for the three short-listed corridors:
 - West Corridor 1 – Three cross sections were shown.
 - At grade – A six-lane interstate was shown. There would potentially be sound walls or barriers adjacent to the residential neighborhoods
 - Elevated near Watson Lane – This would be similar to the Lloyd Expressway in Evansville
 - Frontage roads – These would be constructed to allow access to the neighborhoods and remaining commercial properties
 - West Corridor #2 – Two options were shown
 - At grade with raised median – A new sidewalk and frontage road that would service the east side businesses was shown. There could also be a landscaping buffer
 - At grade with turn lane. The west side would potentially have a sound barrier and pedestrian facility. Could either have a raised median or a designated turn lane
 - Central Corridor #1 – Four lanes, what you would typically see on interstate highways
 - Strategy for existing US 41 through Henderson – No matter which corridor is selected, we know that US 41 is going to change
 - US 41 Access Management Study is already completed and may provide a guide for the corridor
- 5) Schedule update
- Project timeline
 - Summer 2017: Open houses to discuss short list of corridors. Will release information to the media
 - Winter 2017/2018: Open houses to discuss progress on Draft Environmental Impact Statement (DEIS) development

MINUTES – I-69 ORX RCAC Meeting 2 Summary – July 19, 2017

- Summer/Fall 2018: Preferred Alternative is identified and DEIS is published, hold public hearings on DEIS
- Fall 2019: Final Environmental Impact Statement (FEIS) and Record of Decision expected
- Next steps for DEIS Development
 - Prepare DEIS and identify Preferred Alternative – The following tasks have already begun and will continue until the DEIS is published in fall 2018.
 - Conduct detailed field surveys and impact assessment. Data collection – lots of boots on the ground – wetland delineation/historic properties, etc. Prepare first draft of the DEIS and identify Preferred Alternative.
 - Develop preliminary design (i.e., 25%) for the three corridors moving forward. This includes better details about right of way, bicycle and pedestrian facilities, access points and interchange locations.
 - Review options for the future of the US 41 Twin Bridges:
 - Keep both US 41 bridges open
 - Close one or both US 41 bridges
 - Improve access along US 41
 - Beginning tolling analysis
 - Begin detailed traffic forecasting
 - Tolling options
 - Toll the new I-69 bridge
 - Toll both the new and existing bridge(s)
 - Different tolling rates based on bridge location and vehicle class
- Milestones
 - Summer – Open houses to discuss short list of corridors;
 - Winter 2017/2018 – Open houses to discuss progress on Draft Environmental Impact Statement (DEIS) development
 - Summer/Fall 2018: Preferred Alternative is identified and DEIS is published, public hearings are held on DEIS
 - Fall 2019: FEIS and Record of Decision expected

6) Next steps

- EJ Subcommittee Meeting 2 – July 19, 2017, 3 to 4 p.m.
- Summer 2017 open houses:
 - July 31, 5 to 7 p.m., Crescent Room at Milestones, Evansville
 - August 1, 5 to 7 p.m., Preston Fine Arts Center, Henderson Community College, Henderson
- Next RCAC meeting – Winter 2017/2018

7) Group Discussion

- Comments and questions on short-listed corridors
- Anticipated concerns/questions from the public
 - Comment: A representative from Valley Watch expressed that he had not heard any discussion regarding tolls on the US 41 bridges until today. He said that there will be upset people if the twin bridges are demolished and indicated that people want options.
 - Comment: The same commenter expressed concern that a scoping hearing has not been held for the project. He stated that there is no formal record being kept at the public meetings (like at scoping hearings where there is a court reporter). He commented that communication/conversations are informal at open houses and does not believe these discussions were getting recorded. He asked the team to consider having an official scoping hearing soon, to invite the public to express views regarding tolling, and to share with the public the key factors that will be considered to determine how tolling fits into the financing equation. Important to have an official record of the public's comments.
 - Response: Mindy Peterson explained that all submitted comment forms become part of the record and the public has a number of additional ways to provide input that is recorded. Dan Prevost explained that at the start of the project, the team reinitiated the scoping process and held multiple meetings (Inter-Agency Committee, Environmental Justice Subcommittee, RCAC, public open houses, etc.) to gather feedback on alignments. Documentation of these is on the project website (there is a 104-page document with recorded input so far.) Mindy Peterson stressed that no decisions have been made. The Project Team is looking at traffic, tolling models, etc. INDOT added that a formal hearing will be part of DEIS.
 - A representative from BridgeLink complimented the team on their progress. He recommended keeping the old bridges open but putting weight limits on them so that truck traffic would use the new bridge. He also recommended keeping the existing bridges free, perhaps making one of them a bike/pedestrian bridge and/or another low-maintenance option.
 - Response: Parsons explained that the team is looking at these scenarios. Gary Valentine stated that because US 41 is part of the National Highway System (NHS), weight restrictions would require a request for removal of US 41 from the NHS, and/or making the roadway part of I-69.

MINUTES – I-69 ORX RCAC Meeting 2 Summary – July 19, 2017

- A representative from Methodist Hospital asked about demolishing the Twin Bridges. How much does it cost to demolish bridges vs. the cost of maintaining them? KYTC responded that demolishing the bridges is estimated at \$7 to \$8 million. Since 2005 the states have spent \$50 million to maintain the bridges. I-69 will need money from multiple sources. The team is conducting traffic analysis to assess tolling scenarios.
- The same commenter indicated that Indiana just increased the gas tax, which results in over \$1 billion/year in revenue for the state.

8) The meeting adjourned at 2:05 p.m.



MEETING AGENDA

Date: July 19, 2017

Time: 1 to 2:30 p.m. CT

Meeting: RCAC Meeting 2

Location: Worsham Hall, Henderson, Kentucky

Attendees: RCAC Members
Project Team

- 1) Welcome
- 2) Project overview
 - Draft Purpose and Need
 - Outreach activities to date
 - Comments received from the public (infographic/handout)
- 3) Screening report
 - Screening Criteria
 - Recommended short list
- 4) Alternatives carried forward
- 5) Schedule update
- 5) Group discussion
- 6) Next steps
- 7) Adjourn

RIVER CITIES ADVISORY COMMITTEE (RCAC) MEETING 2

MINDY PETERSON, PUBLIC INVOLVEMENT
DAN PREVOST, ENVIRONMENTAL LEAD
AMY WILLIAMS, URBAN PLANNER



AGENDA

1. Project Overview
2. Screening Report
3. Corridors Carried Forward
4. Schedule Update
5. Group Discussion
6. Next Steps
7. Questions

PROJECT OVERVIEW

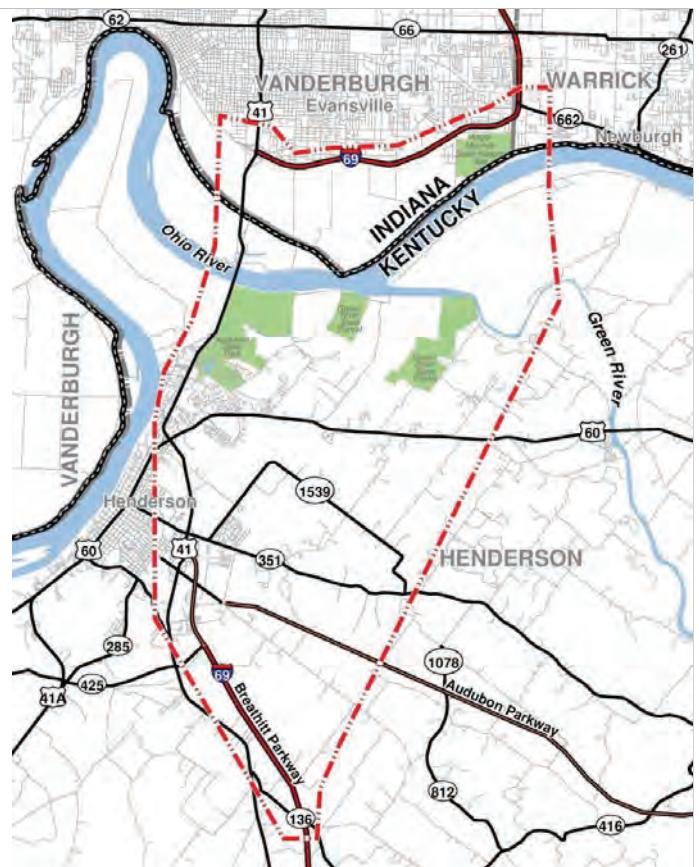
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Purpose and Need

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

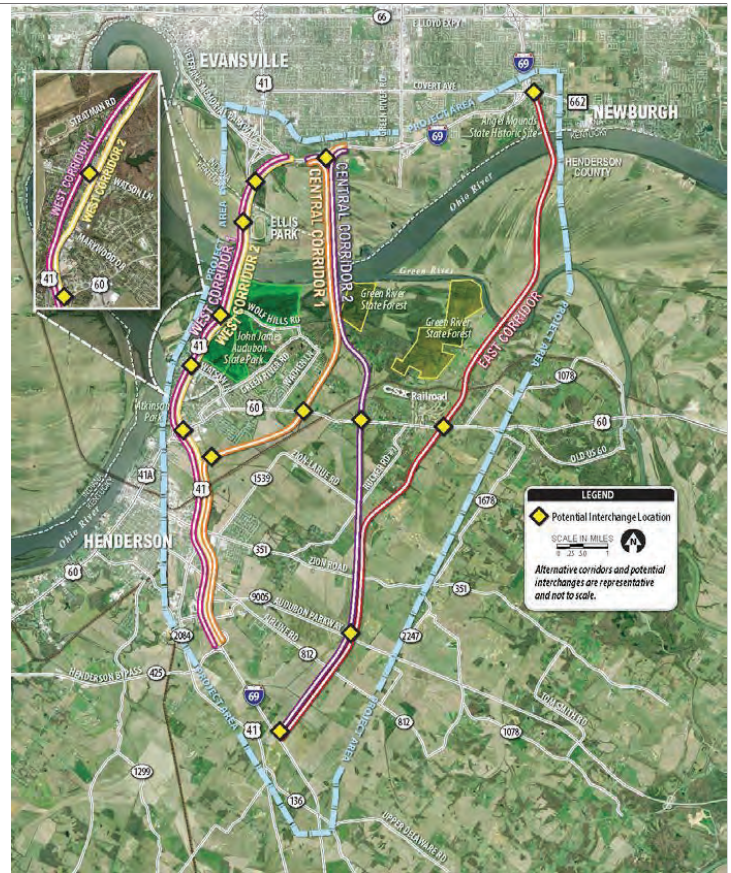
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Broad Corridors

(presented April 2017)

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



5

Meetings and Project Updates

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

Gov't Leaders

Receive project updates on a regular basis

RCAC

River Cities Advisory Committee
Representatives from IN and KY

EJ

Environmental Justice Subcommittee
A voice for low income or minority populations

IAC

Interagency Advisory Committee
State, local and federal agencies

Technical Working Group

Coordinates with local and state transportation officials

Consulting Parties

Consider historic preservation and possible impacts to properties

6

Project Feedback

Through May 31:

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



SCREENING REPORT

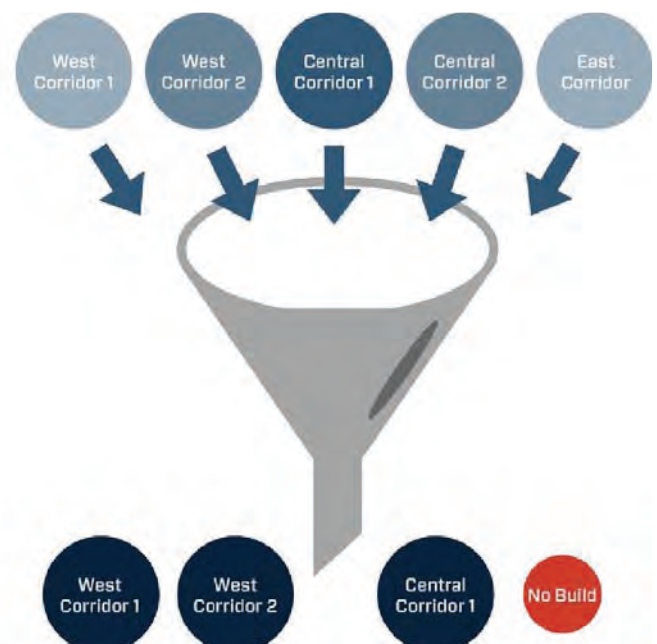
Screening Approach

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

9

Screening Approach

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



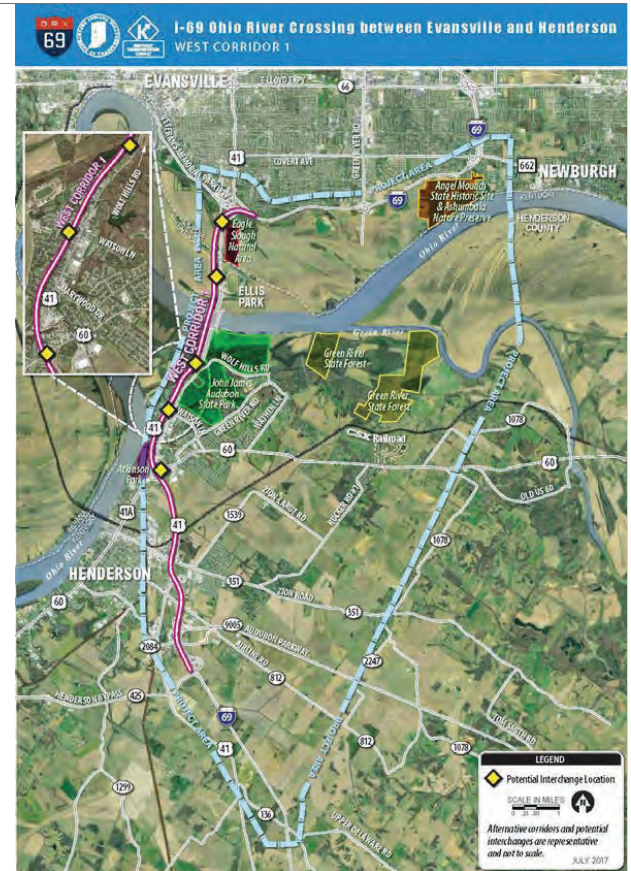
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Corridors Carried Forward

West Corridor 1

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

12

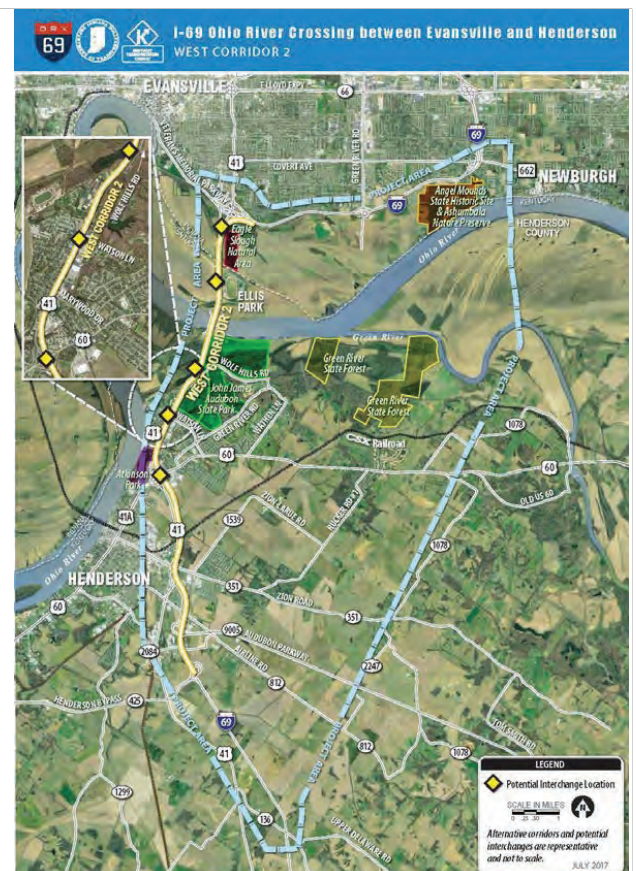


Corridors Carried Forward

West Corridor 2

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

13

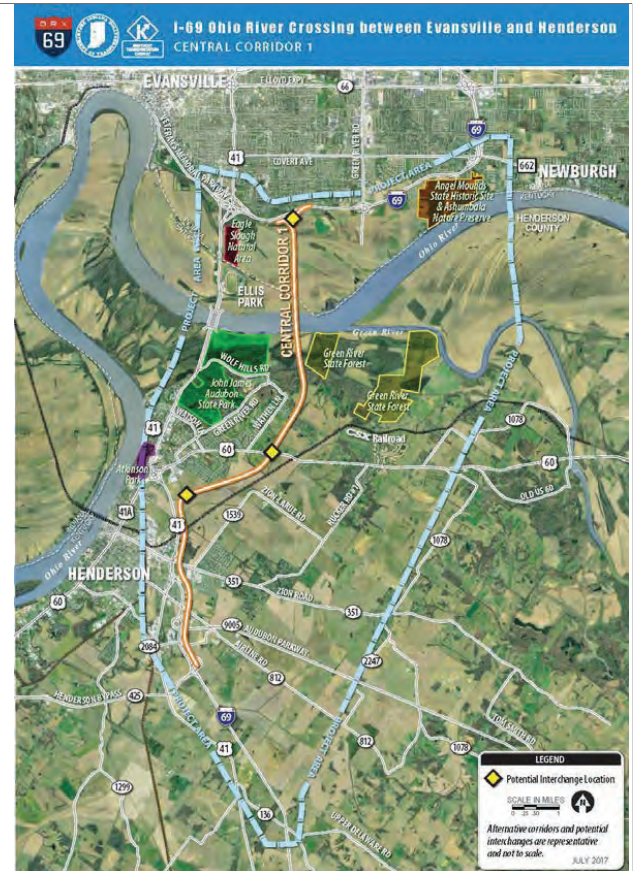


Corridors Carried Forward

Central Corridor 1

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

14



Eliminated Corridors

Central Corridor 2

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

15

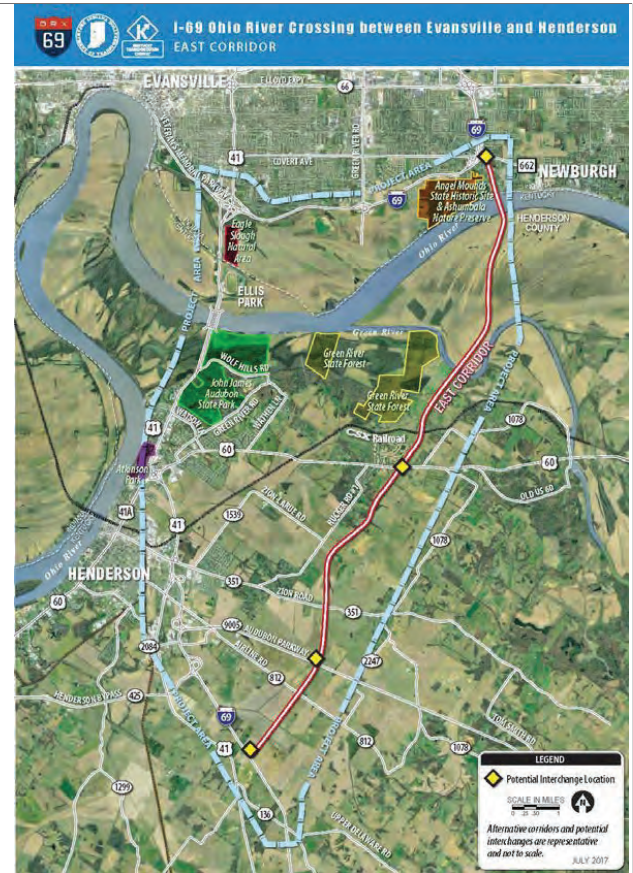


Eliminated Corridors

East Corridor

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

16



Corridors Carried Forward

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

17

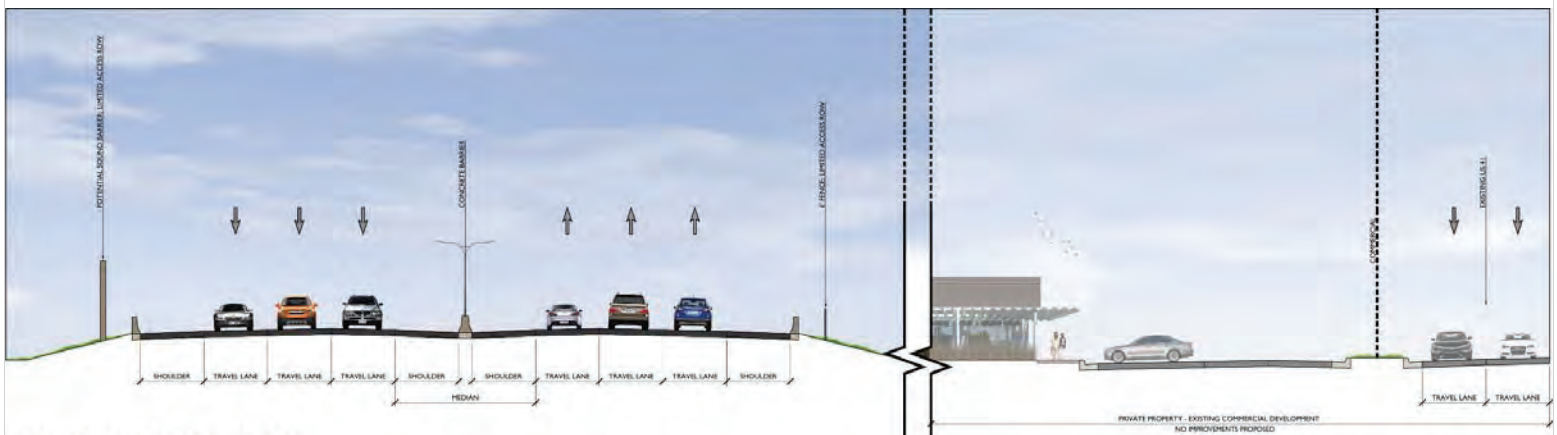


CORRIDORS CARRIED FORWARD

18



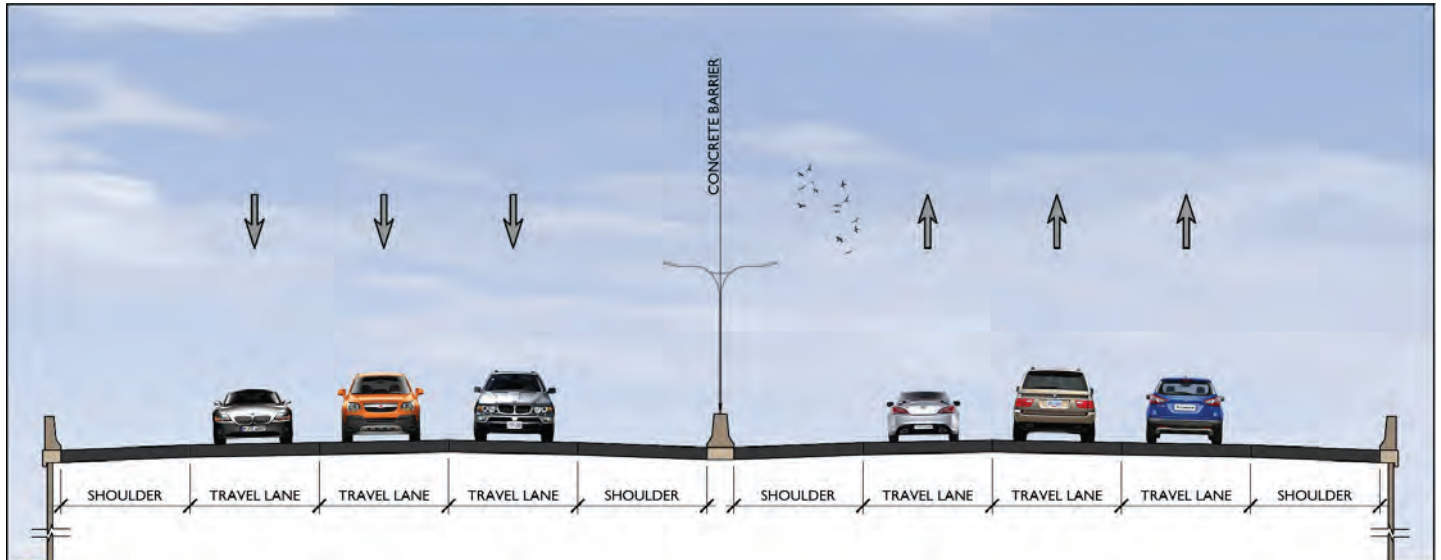
Cross Sections: West 1



West Corridor #1 – At grade

19

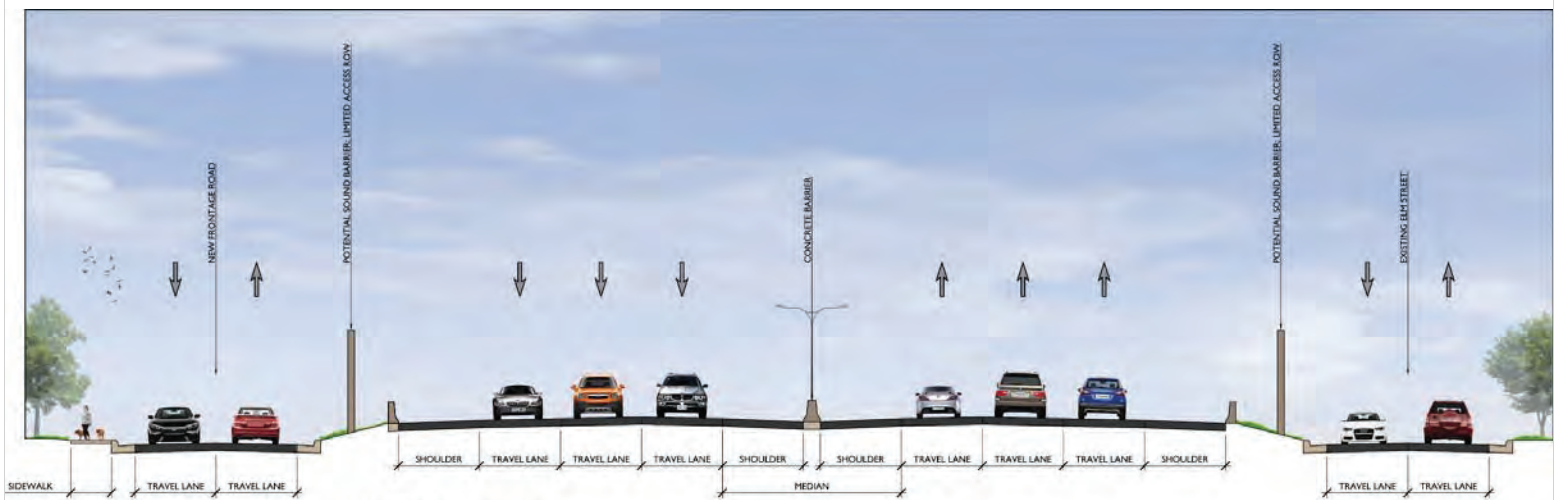
Cross Sections: West 1



West Corridor #1 – Elevated near Watson Lane

20

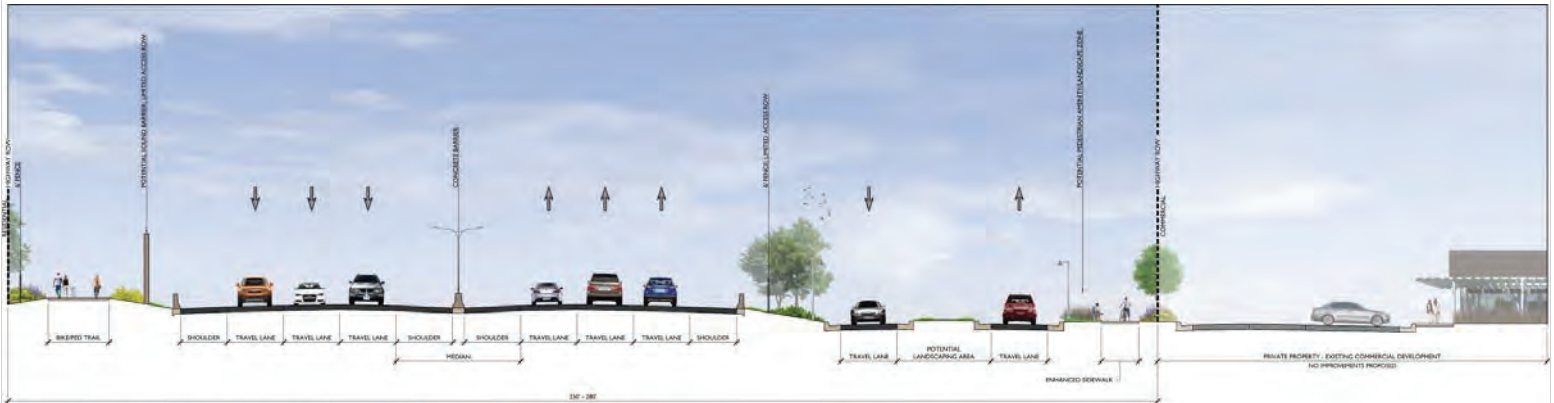
Cross Sections: West 1



West Corridor #1 – With frontage roads

21

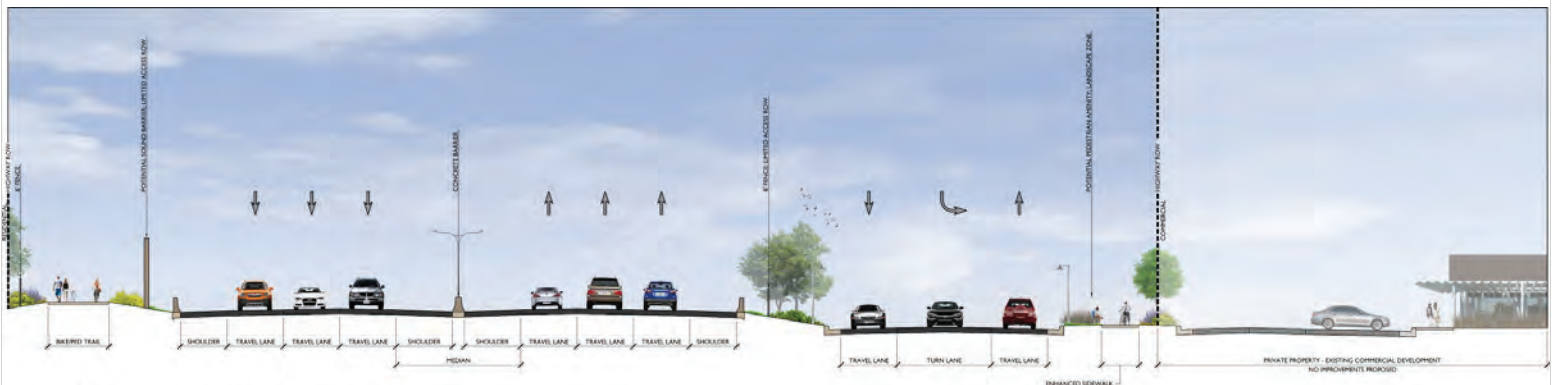
Cross Sections: West 2



West Corridor #2 – At grade with raised median

22

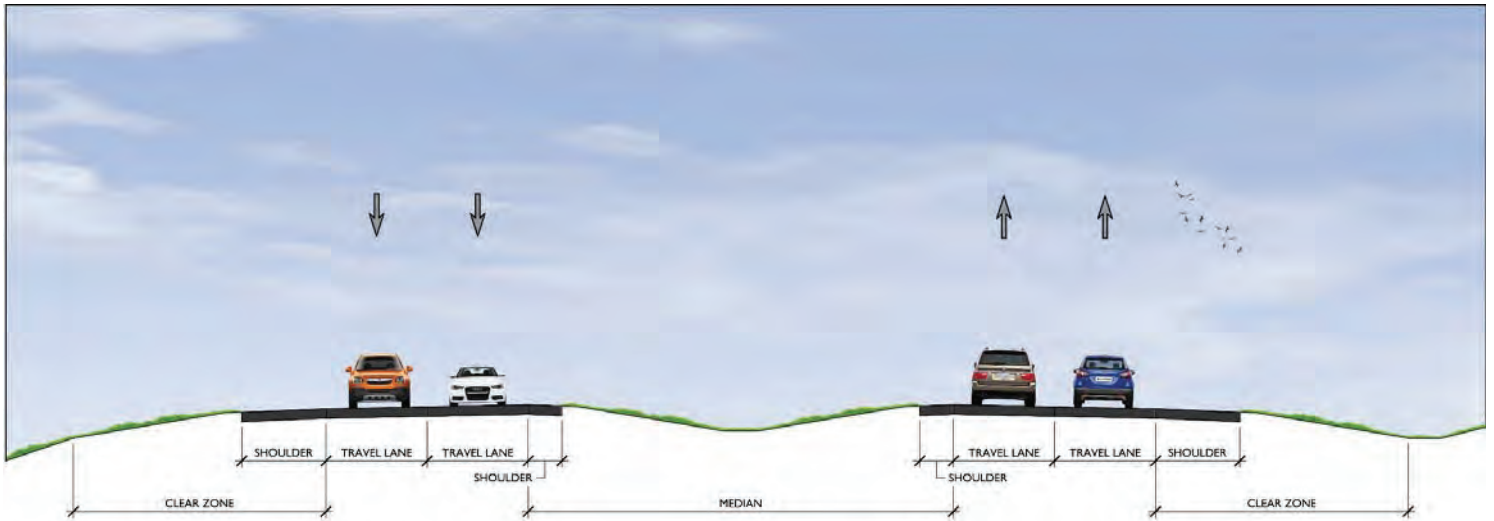
Cross Sections: West 2



West Corridor #2 – At grade with turn lane

23

Cross Sections: Central 1

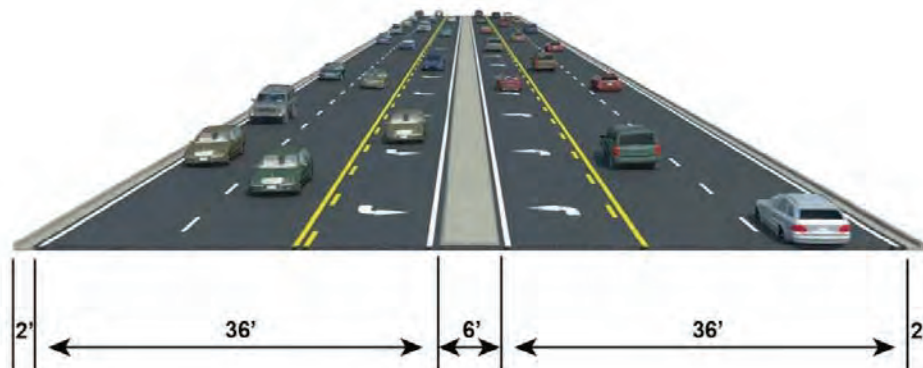


Central Corridor #1 – Four lanes

24

Future of US 41

- US 41 Access Management Study



25

SCHEDULE UPDATE

26



Project Timeline

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



27

Next Steps for DEIS Development

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

28



Next Steps for DEIS Development

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

29



NEXT STEPS

30



Next Steps

- EJ Subcommittee Meeting 2, Today, 3 to 4 p.m.
- Summer 2017 open houses:
 - July 31, 5 to 7 p.m., Crescent Room at Milestones, Evansville
 - August 1, 5 to 7 p.m., Preston Fine Arts Center, Henderson Community College, Henderson
- Next RCAC Meeting: Winter

31



GROUP DISCUSSION

32



THANK YOU

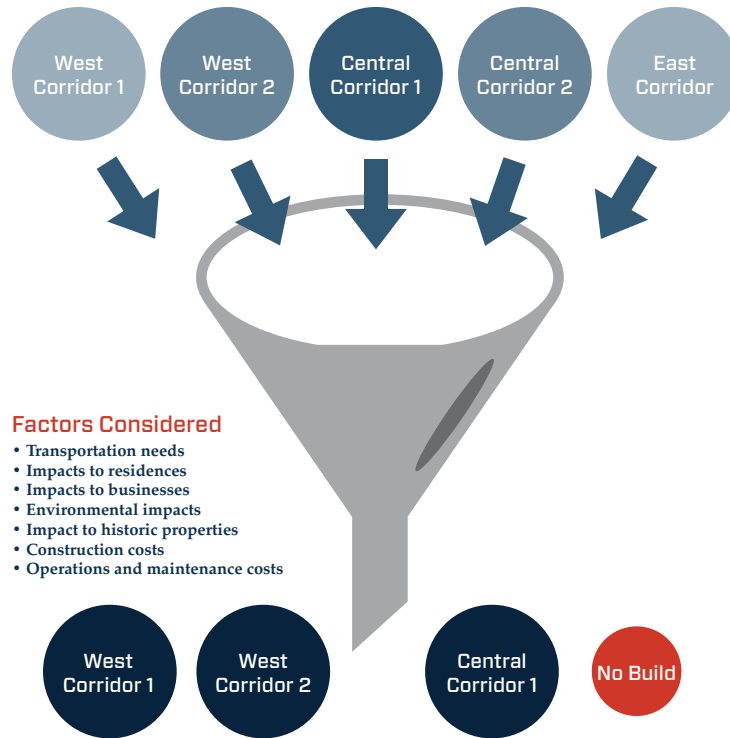


OHIO RIVER CROSSING

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

Screening Process

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



Short List of Corridors - July 2017

Corridors for Additional Study

All three build corridors maximize the use of existing highway.

West Corridor 1

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

West Corridor 2

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

Central Corridor 1

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

No Build Alternative

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

Not Recommended for Further Evaluation

East Corridor:

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

Central Corridor 2:

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

What Happens Next - Alternatives Developed in Each Corridor

Additional data collection

- Detailed field surveys
- Impact assessment
- Engineering analyses

Tolling options evaluated

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

Future of US 41 bridges evaluated

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

A preferred alternative is expected by fall of 2018.

Join the Conversation

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

Evansville Project Office

Open Monday, Tuesday and Thursday

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

Henderson Project Office

Open Wednesday and Friday

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



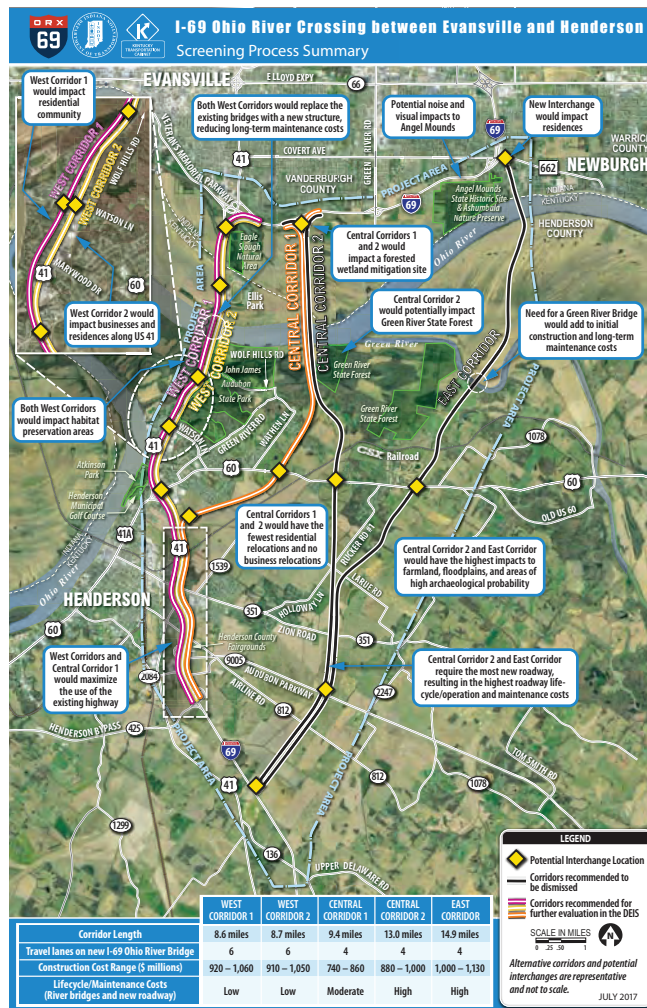
I69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX



Public Outreach

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

open houses
in April

open houses
this summer

two project
offices

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

Who We're Talking to

G

Gov't Leaders

Receive project updates on a regular basis

R

RCAC

River Cities Advisory Committee
Representatives from IN and KY

E

EJ

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

I

IAC

Interagency Advisory Committee
State, local and federal agencies

T

Technical Working Group

Coordinates with local and state transportation officials

C

Consulting Parties

Consider historic preservation and possible impacts to properties

By the Numbers

200+ people attended open houses in April

100+ comments received to date

2,500+ visits to the website

8,500+ page views

280+ Facebook followers

140+ Twitter followers

240+ newsletter subscribers

60+ text alert sign ups

Top Issues

Minimize impacts to residences

"The fewer homes impacted, the better."

Minimize project costs

"Look at the lowest cost alternative."

Complete the project quickly

"We need this bridge as soon as possible."

What People Are Saying

Central Corridor 1

"Appears least intrusive, least expensive."

"Shorter route, fewer businesses and residences."

Central Corridor 2

"Seems to be the most practical."

"Looks most promising."

West Corridor 1

"Makes the most sense because of existing infrastructure."

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

West Corridor 2

"Uses the most already existing connectors."

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

East Corridor 1

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

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



Summer 2017

Open houses to discuss the short list of alternatives.



Summer/Fall 2018

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



Fall 2019

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

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

Evansville Project Office

Open Monday, Tuesday and Thursday

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

Henderson Project Office

Open Wednesday and Friday

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



I69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX



RIVER CITIES ADVISORY COMMITTEE MEMBERSHIP LIST

City of Evansville

Steve Schaefer, Deputy Mayor

Vanderburgh County

Bruce Ungethiem, County Commissioner

Evansville Metro Planning Organization (MPO)

Pam Drach, Deputy Director

Warrick County

Bobby Howard, Highway Director

Community Action Program of Evansville (CAPE)*

Gale Brocksmith, Director of Planning and Corporate Affairs

Congregations Acting for Justice and Empowerment (CAJE)*

Amy DeVries, Lead Organizer

HOLA Evansville*

Daniela Vidal, President

Latino Chamber Alliance* (division of Southwest Indiana Chamber of Commerce)

Brant Flores, Chairman

Metropolitan Evansville Transit System (METS)*

Todd Robertson, Evansville Dept. of Transportation and Services, Executive Director

NAACP, Evansville Chapter*

Rev. Gerald Arnold, President

United Neighborhoods of Evansville (UNOE)*

Chris Cooke, Board Member

MEMORANDUM – RCAC Membership List – August 11, 2017

Angel Mounds State Historic Site

Mike Linderman, Site Director

Deaconess Health System

Jared Florence, Vice President, Business Development

Evansville Audubon Society

Niles Rosenquist, Treasurer

Evansville Bicycle Club

Diane Bies, President

Evansville – Vanderburgh School Corporation

Debbie DeBaillie, Chief Human Resource Officer

Growth Alliance for Greater Evansville

Ellen Horan, President

Southwest Indiana Chamber of Commerce

Justin Groenert, Director of Government Relations and Public Policy

University of Evansville

Shane Davidson, Vice President for Enrollment and Marketing

University of Southern Indiana

Mark Bernhard, Associate Provost Outreach and Engagement

Valley Watch

John Blair, President

City of Henderson

Russell Sights, City Manager

Henderson City-County Planning Commission

Brian Bishop, Executive Director

Henderson County

Bill Hubiak, Henderson County Engineer

Housing Authority of Henderson*

Bobbie Jarrett, Executive Director

MEMORANDUM – RCAC Membership List – August 11, 2017

NAACP, Henderson Chapter*

Deborah Jackson Hoda, President

Community Baptist Church*

Dr. Tim Hobbs, Pastor

Audubon State Park

Mark Kellen, Park Manager

Ellis Park Race Course

Jeff Hall, Mutual Manager and Member of Ellis Park Leadership Team

Gibbs Die Casting/Koch Enterprises

Robert (Bob) Koch II, Chairman

Henderson Community College

Dr. Kris Williams, President

Henderson County Schools

Marganna Stanley, Superintendent

Kyndle

Tony Iriti, CEO

Methodist Hospital

Jack Hogan, Vice President of Ancillary Services

US 41 Business Owner

Jeff Troxel

MEETING MINUTES

Date: September 19, 2017

Time: 2 – 4 p.m. CT

Meeting: RCAC/EJ Subcommittee Workshop

Location: I-69 ORX Evansville Project Office

Attendees:

<u>Name</u>	<u>Organization</u>
Gale Brocksmitth	CAPE
Bob Koch II	Koch Enterprises
John Blair	Valley Watch
Niles Rosenquist	Evansville Audubon Society
Todd Robertson	City of Evansville
Brian Bishop	Henderson Planning
Tony Iriti	Kyndle
Brittaney Johnson	Posey Co. Economic Develop Partnership
Justin Groenert	SWIN Chamber
Pam Drach	EMPO
Sayed Shokouhzadeh	EMPO
Maree Collins	City of Henderson
Debbie DeBaillie	EVSC
Ellen Horan	GAGE
Bill Hubiak	Henderson County
Steve Schaefer	City of Evansville
Diane Bies	Evansville Bicycle Club
Gina Boaz	GRADD

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

<u>Name</u>	<u>Organization</u>
Patricia Hayden	McClean County
Dr. Tim Hobbs	Community Baptist Church
Donna Stinnett	City of Henderson
Silas Matchem	Evansville Promise Zone
Carolyn Nelson	FHWA
Michelle Allen	FHWA
Duane Thomas	FHWA – KY
Eric Rothermel	FHWA- KY
Marshall Carrier	KYTC
Gary Valentine	KYTC
Tony Youssefi	KYTC
David Waldner	KYTC
Janelle Lemon	INDOT
Susan Harrington	INDOT
Laura Hilden	INDOT
Dan Prevost	Project Team
Brian Aldridge	Project Team
Amber Schaudt	Project Team
Tony Hunley	Stantec
Erin Pipkin	Project Team
Mindy Peterson	Project Team
Ken Sperry	Project Team

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

- 1) Welcome – Mindy Peterson welcomed everyone to the workshop and the informal presentation began at 2:05 p.m.
- 2) Workshop Overview – Janelle Lemon thanked everyone for their participation and provided a high-level overview to the workshop agenda.
 - Goals – The goal of this meeting is to help RCAC and EJ members learn more about the components that must be considered during the analysis. As members of the RCAC and EJ Subcommittee, members can help the Project Team build project understanding and engagement in the community. Today’s feedback will help shape outreach efforts moving forward. The workshop is designed to be interactive, with members of the Project Team leading discussions during breakout sessions. Project Team leaders are available for questions and conversations during each session.
 - Topics to be discussed – Three very important topics - the short list of corridors, the future of the existing U.S. 41 bridges and tolling – will be the focus of this meeting. Members of the Project Team will provide an overview of each subject, to be followed by a 20-minute breakout session on each topic. The breakout sessions are encouraged to gather feedback, generate ideas and promote conversation among RCAC and EJ members. Members are broken into four groups for the purpose of the breakout sessions. Feedback gathered will help guide the work of the Project Team, as it continues to develop alternatives in each corridor.
 - Environmental Justice overview and considerations – The intent of this meeting is to address issues of joint concern for the RCAC and EJ committees. There is not a breakout session that focuses solely on EJ issues, but attendees should leave with a better understanding of EJ. To that end, an infographic at each table describes environmental justice and shows the difference between equality and equity. Equality results in everyone receiving the same benefit. Equity provides an even playing field. Environmental justice is an important point to consider during all of today’s conversations and breakout sessions.
- 3) Breakout Session 1 – Short list of corridors – Dan Prevost and Ken Sperry
 - The three corridors moving forward – West Corridor 1, West Corridor 2 and Central Corridor 1 – have the greatest potential to satisfy the project’s purpose and need. The purpose and need of the project is to complete the I-69 connection between Indiana and Kentucky, improve long-term cross-river mobility, reduce congestion and delay and

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

improve safety. A key performance measure is identifying a cost-effective solution. Details about each corridor were released in July in the Screening Report, which is available on the project website.

- The next step is to develop alternatives within each corridor. When developing these alternatives, the Project Team will consider cost, impact, community support and financial feasibility. No decisions have been made on a preferred corridor or alternative, and no corridor is favored over the other two.
- In the coming months, Project Team members will be in the field for engineering and environmental studies.
- Member feedback
 - Western Alternatives 1 and 2
 - Both corridors would address the aging Twin Bridges.
 - The public understands the existing U.S. 41 bridges are old, but could use more information on the future costs of maintaining one or both of them.
 - West Corridors 1 and 2 have the potential to impact low-income individuals. There are some elderly residents toward the north end and down by U.S. 60. Where will displaced low-income residents go?
 - There are many new businesses that could suffer because they aren't well-established. What type of assistance will people receive for relocations?
 - There would be an impact on the type of businesses that would do well in the area (food, entertainment).
 - How would access to US 41 be impacted?
 - If one of the West Corridors is selected, will consideration be given to creating gateways for each city?
 - Both have high impacts to businesses and residences.
 - There are pro and cons to having interstate traffic in front of businesses.
 - Access to businesses could be affected.
 - Having the interstate run through the area would split downtown Henderson in half.
 - Must consider replacement housing – where would low-income residents go?
 - It's easier for businesses to relocate, than for residents to move.
 - Many people use US 41 for access to healthcare/doctors and shopping.

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

- People want redundancy for safety and traffic flow.
- o Central Corridor 1
 - If Central Corridor 1 is identified as the preferred alternative, the businesses along U.S. 41 could suffer. How will business be interrupted during construction and after? Would it be possible for new businesses to thrive along U.S. 41 if most traffic is diverted to the new I-69 route?
 - The viability of US 41 would be affected. Must keep a US 41 bridge(s) to keep the area viable.
 - Bypasses Henderson, with no reason to stop.
 - If Central Corridor 1 is selected, is there a chance for future economic development along the interstate?
 - Central Corridor 1 has lower construction costs.
 - It also has the highest impacts to the natural environment.
 - Gateway to Henderson and Evansville.
 - There's a concern about drainage. Canoe Creek drains about 30% of the water in Henderson County, so Central Corridor one could have a significant impact.
 - Elevate through the wetlands.

4) Breakout Session 2 – U.S. 41 bridges – Brian Aldridge and Tony Hunley

- All conversations about improving long-term cross-river mobility between Evansville and Henderson must include the future of the U.S. 41 bridges. One bridge is more than 50 years old and the other is 80 years old. Maintenance costs are high, totaling more than \$50 million since 2005. The future maintenance costs are currently being evaluated. The Project Team is working closely with the Coast Guard about the location and size of the potential new I-69 bridge.
- Multiple scenarios are being evaluated: the removal of one bridge from service, the removal of both bridges, removing truck traffic from the existing bridge(s), tolling the I-69 bridge and possibly tolling the existing bridges to balance traffic usage.
- Redundancy was a major theme in the public feedback we received after the last public open houses. Each member received a handout that provides an overview of the number and type of feedback received for each corridor. Thirty comments specifically expressed the need to keep at least one of the U.S. 41 bridges open.

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

- Member feedback – Each table was asked to discuss why redundancy is important. Do residents believe a toll-free option must be provided? What weight should redundancy have in the decision-making process for the new bridge? And how can the I-69 project be leveraged to address the operations and maintenance of the existing U.S. 41 bridges?
 - Redundancy gives people options.
 - When there is a major accident, there are significant traffic backups.
 - It's safer, especially in case there's a natural disaster and one bridge must be closed.
 - If the bridges are built right next to one another, is there really a benefit in case of a natural disaster?
 - More information is needed on the cost of operations and maintenance. What condition are the bridges in, and how much will it cost to maintain one or both? What impact does removing truck traffic have on those expenses?
 - It's important to get operations and maintenance costs down on the US 41 Bridges and traffic up on an I-69 bridge.
 - Removing one bridge would reduce costs.
 - Removing truck traffic would reduce wear and tear/damage.
 - Maintaining the U.S. 41 bridges and keeping U.S. 41 in its current configuration supports the businesses along the corridor by allowing traffic to continue flowing through Henderson.
 - Do residents want redundancy enough to pay tolls on all cross-river traffic?
 - Prefer to keep only one of the US 41 bridges, with weight limits.
 - There could be a safety concern for traffic using I-69 that is used to driving on U.S. 41. They'll need to learn new traffic patterns and how to drive at higher speeds.
 - Could one bridge be maintained for bicycle and pedestrian access?
 - How do you limit truck traffic? Is it worth it if only about 10 percent of traffic on current U.S. 41 is truck traffic?
 - Commercial vehicles will use the new I-69 bridge.

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

5) Breakout Session 3 – Tolling

- If this bridge is going to be built, tolling is expected to be part of the funding equation. The DEIS in 2004 halted because it wasn't financially feasible, so it's an important focus this time around.
- Tolling would be all-electronic tolling, with no toll booths, no coin buckets and no waiting in line. Many tolling scenarios are being considered. Those include a tolled I-69 bridge, tolls on both the I-69 and existing U.S. 41 bridges, and a higher toll rate on the I-69 bridge and lower rate on the existing U.S. 41 bridges. As a starting point, the team is looking at a similar rate structure to the Louisville bridges: \$2 for cars, \$5 for medium vehicles and \$10 for large vehicles. There's an additional \$2 charge for each vehicle that doesn't have a transponder.
- The Project Team has been updating the travel demand model. It assigns a value to time saved. It's estimated that by 2040, if I-69 is tolled and both U.S. 41 bridges remain a free option, only 12,000-15,000 vehicles would use the I-69 bridge, while nearly 40,000 vehicles would use the existing U.S. 41 bridges. That's an estimated 25 percent of cross-river traffic using the new I-69 bridge.
- Tolling is unlikely to be able to fund this entire project. Most average debt loads for construction are financed for 35 years.
- Member feedback
 - Do the travel demand models account for increased interstate traffic once Sections 5 and 6 of I-69 are complete? There's a good chance traffic traveling through Indiana would use I-69 instead of I-65.
 - The public needs to be educated about modern tolling. People envision a toll booth while most of today's tolling is all-electronic.
 - The possibility that the existing U.S. 41 bridges must be closed to finance this project was new to some attendees. Was there a similar conversation during the planning and construction of the Ohio River Bridges project in Louisville?
 - Spending money on tolls could be a hardship to low-income residents.
 - Would there be a reduced toll for US 41 traffic, if any toll at all? What are residents paying for, getting for their money?
 - Will there be a reduced toll for local residents?

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

- The Project Team should consider surveying local residents to see what rate people would be willing to pay.
- Many of the people who use the bridge take voluntary trips from Henderson into Evansville for shopping and dining. Tolling the bridge could hurt businesses in Evansville, because Henderson people will seek a local option without a toll.
- With the increased gas tax in Indiana, is tolling needed to pay for the project?
- Is there a difference between generations' willingness to pay tolls?
- How much time do you need to save during your commute to pay a toll?
- Find a way to require interstate traffic to pay for an I-69 bridge, not locals.
- Consider transit options.
- Tolls may hurt Evansville businesses more than Henderson because people will find another option for non-work trips.
- People getting from Point A to Point B on the East side are more likely to pay a toll to save time.
- People will pay a toll to avoid traffic congestion and save time.

6) Closing

- Upcoming EJ community meetings – The Project Team will reach out to several community organizations that serve EJ populations to offer to present project information at an upcoming meeting. Following the next open houses this winter, the Project Team will host EJ community meetings in areas where EJ populations are concentrated.
- The meeting adjourned at 4:30 p.m.

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

Invitees:

<u>Name</u>	<u>Organization</u>
Steve Schaefer	City of Evansville
Bruce Ungethiem	Vanderburgh County
Pam Drach	Evansville Metro Planning Organization (MPO)
Bobby Howard	Warrick County
Gale Brocksmitth	Community Action Program of Evansville (CAPE)
Amy DeVries	Congregations Acting for Justice and Empowerment (CAJE)
Daniela Vidal	HOLA Evansville
Brant Flores	Latino Chamber Alliance
Todd Robertson	Metropolitan Evansville Transit System (METS)
Rev. Gerald Arnold	NAACP, Evansville Chapter
Chris Cooke	United Neighborhoods of Evansville (UNOE)
Mike Linderman	Angel Mounds State Historic Site
Jared Florence	Deaconess Health System
Niles Rosenquist	Evansville Audubon Society
Diane Bies	Evansville Bicycle Club
Debbie DeBaillie	Evansville – Vanderburgh School Corporation (EVSC)
Ellen Horan	Growth Alliance for Greater Evansville
Justin Groenert	Southwest Indiana Chamber of Commerce
Shane Davidson	University of Evansville
Mark Bernhard	University of Southern Indiana
John Blair	Valley Watch
Russell Sights	City of Henderson
Brian Bishop	Henderson City-County Planning Commission
Bill Hubiak	Henderson County

MINUTES – RCAC and EJ Workshop Summary – September 19, 2017

<u>Name</u>	<u>Organization</u>
Bobbie Jarrett	Housing Authority of Henderson
Deborah Jackson Hoda	NAACP, Henderson Chapter
Dr. Tim Hobbs	Community Baptist Church
Mark Kellen	Audubon State Park
Jeff Hall	Ellis Park Race Course
Robert (Bob) Koch II	Gibbs Die Casting/Koch Enterprises
Dr. Kris Williams	Henderson Community College
Marganna Stanley	Henderson County Schools
Tony Iriti	Kyndle
Jack Hogan	Methodist Hospital
Jeff Troxel	U.S. 41 Business Owner
Guy Young	Kentucky Trucking Association
Gary Langston	Indiana Motor Truck Association
Bob Johnson	Warrick County Representative
Stephanie Tenbarge	ECHO Housing Corporation
Silas Matchem	Evansville Promise Zone
Gerald Bledsoe	Gibson County Representative
Brittaney Johnson	Posey County Representative
Maree Collins	City of Henderson Representative
Brandon Harley	Audubon Area Community Services
David Smith	Daviess County Representative
Rev. Charles Johnson	Greater Norris Chapel Baptist Church
Gina Boaz	Green River Area Development District
Patricia Hayden	McLean County Representative
Jody Jenkins	Union County Representative
Steve Henry	Webster County Representative

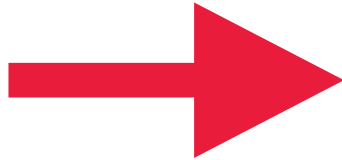
Project Update – Fall 2017

Short List of Corridors

West Corridor 1

West Corridor 2

Central Corridor 1



Greatest potential of meeting project's purpose and need to:

- Complete the I-69 connection between Indiana and Kentucky
- Improve long-term cross-river mobility
- Reduce congestion and delay
- Improve safety

The Project Team is developing alternatives in each corridor.

US 41 Bridges – The bridges are more than 80 and 50 years old. Maintenance costs are high, totaling more than \$50 million since 2005. Future major rehabilitation costs are being evaluated.

Future of US 41 bridges to be evaluated

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

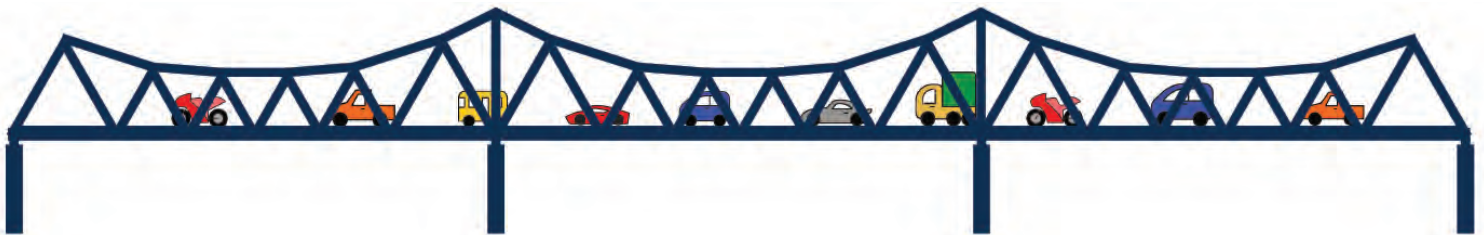
Tolling – Identifying funding is critical to moving this project forward, and getting a new I-69 Ohio River Crossing built. Tolling is expected to be part of the funding solution.

Tolling options to be evaluated

- Toll the new I-69 bridge
- Toll the new I-69 bridge and US 41 bridge(s)
- Potential tolling rates

Traffic modeling is underway. Preliminary data shows if an I-69 bridge is tolled and US 41 is untolled, in 2045, only 20-25% of cross-river traffic is expected to use the new bridge.

US 41: 75-80% of cross-river traffic



I-69: 20-25% of cross-river traffic



River Cities Advisory Committee (RCAC): Representatives of government, business, environmental interests, education and environmental justice communities from both sides of the river

Environmental Justice Subcommittee (EJ): Representatives from both sides of the river that provide a voice for low-income or minority individuals when discussing potential effects of the project

What We Heard – Comments Made and Questions Asked

Short List of Corridors

West Corridor 1 and 2 <ul style="list-style-type: none">• High impacts to businesses and residences.• Address operations and maintenance for aging Twin Bridges.• There are pro and cons to having interstate traffic in front of businesses.• Access to businesses could be affected.• Would split downtown Henderson in half.	Central Corridor 1 <ul style="list-style-type: none">• Would have the least impact on homes and businesses.• Bypasses Henderson, people wouldn't have a reason to stop.• Could encourage growth in the new corridor.• Lower construction costs.• Higher environmental impacts.
West Corridor 1 <ul style="list-style-type: none">• Greatest impact to residences, which includes some elderly and retired residents.• Where will displaced low-income residents go?	West Corridor 2 <ul style="list-style-type: none">• Greatest impact to businesses.• New developments impacted.

US 41 Bridges

- Retain one or both of the US 41 bridges to provide redundancy for cross-river traffic.
- Redundancy is absolutely necessary for safety and traffic during accidents.
- Must reduce operations and maintenance costs. Removing one bridge would reduce costs.
- Must keep at least one US 41 bridge to keep businesses in the area viable.
- Do people want redundancy enough to pay a toll on an I-69 bridge and US 41 bridge(s)?
- What are the future maintenance costs for the US 41 bridges?
- Consider removing truck traffic from US 41 bridge(s) to reduce maintenance costs.
- Is it possible to remove truck traffic from the bridges? What are the implications?

Tolling

- Must get more traffic on I-69 bridge to generate more toll revenue for the project.
- A lower-toll option on the US 41 bridge(s) could help distribute traffic.
- It's important to increase public knowledge of all-electronic tolling.
- Spending money on tolls will be a hardship for some residents.
- Survey the public regarding toll rates.
- Will there be a reduced rate for locals? Will the time saved on I-69 be worth the toll?
- What accommodations can be made for low-income residents?
- Tolls may hurt Evansville businesses more than Henderson businesses because people won't make as many discretionary trips.



MEETING SUMMARY

Date: January 31, 2018

Time: 1 to 2 p.m. CT

Meeting: Joint RCAC and EJ Subcommittee Meeting

Location: Evansville Project Office, 320 Eagle Crest Drive, Evansville

Attendees: RCAC and EJ Subcommittee Members

<u>Name</u>	<u>Organization</u>
Eric Rothermel	FHWA- KY
Michelle Allen	FHWA
Janelle Lemon	INDOT
Jim Poturalski	INDOT
Ron Bales	INDOT
Gary Valentine	KYTC
Marshall Carrier	KYTC
Tim Foreman	KYTC
Andrea Lendy	Growth Alliance
Ben Payne	Henderson County Schools
Bill Hubiak	Henderson County
Brian Bishop	Henderson Planning
Brittaney Johnson	Posey Co. Economic Develop Partnership
David Smith	Daviess County
Gale Brocksmith	CAPE
Gina Boaz	GRADD
John Blair	Valley Watch

<u>Name</u>	<u>Organization</u>
Keith Sayles	Henderson Community College
Maree Collins	City of Henderson
Mike Schopmeyer	BridgeLink
Niles Rosenquist	Evansville Audubon Society
Pam Drach	EMPO
Patricia Hayden	City of Henderson
Russell Sights	City of Evansville
Seyed Shokouhzadeh	EMPO
Dr. Tim Hobbs	Community Baptist Church
Tony Iriti	Kyndle
Amber Schaudt	Project Team
Brian Aldridge	Project Team
Dan Prevost	Project Team
Diane Hoeting	Project Team
Erin Pipkin	Project Team
Ken Sperry	Project Team
Mindy Peterson	Project Team
Steve Nicaise	Project Team

- 1) Welcome – Mindy Peterson welcomed everyone to the meeting and provided a meeting overview.
 - The goal of the meeting is to explain the progress made on developing the preliminary alternatives and get feedback from the RCAC and EJ groups to help the Project Team further refine them in the Draft Environmental Impact Statement (DEIS).
 - All of the handouts and visuals for the public open houses were available for review. These included vinyl banners of each alternative, four fly-through videos of the alternatives, and the open house handout. In addition, the open house flier and upcoming public survey were available for the members to help distribute throughout the community.
 - Questions will be answered during the conversation following the presentation.

- Dan Prevost began the presentation at 1:05 p.m.
- 2) Presentation – Dan Prevost provided an overview of alternatives development activities and bridge scenarios considered for each corridor.
- 2017 July Corridors: West 1, West 2, Central 1, No Build
 - Since the last meeting in July, preliminary alternatives have been developed for each corridor, including:
 - Number of lanes needed for cross-river traffic
 - Potential property impacts
 - Total project costs and financial feasibility
 - Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. The team is focusing on meeting the region’s traffic needs while managing operations and maintenance costs.
 - I-69, like all interstate bridges, must be at least four lanes (2 lanes in each direction).
 - Providing more than six lanes would unnecessarily add to long-term operations and maintenance costs.
 - Reducing long-term operations and maintenance costs for cross-river mobility improves the financial feasibility of the project.
 - Since the Screening Report was published in July 2017, the Project Team has been refining the alternatives in the Screening Supplement through detailed studies and analyses. To be carried into the DEIS, “corridors” will now be referred to as “alternatives.” Key components of the Screening Supplement include:
 - Interchange locations/configurations, types, access needs and traffic performance
 - How to minimize or avoid impacts to sensitive resources
 - The impact of each alternative on the existing US 41 corridor’s accessibility and visibility
 - Cost estimates adjusted to year of expenditure, which accounts for inflation and increasing construction costs
 - Estimated life-cycle maintenance costs for I-69 and US 41 bridges
 - Used traffic model (based on EMPO regional traffic model) updated out to 2045 to analyze effects of bridge configurations and regional traffic patterns.
 - Ten bridge screening scenarios were considered:
 - The No Build scenario
 - West Alternative 1 with four-lane I-69 bridge and both US 41 bridges in service
 - West Alternative 1 with four-lane I-69 bridge and one US 41 bridge in service

- West Alternative 1 with six-lane I-69 bridge and both US 41 bridges removed from service
- West Alternative 2 with four-lane I-69 bridge and both US 41 bridges in service
- West Alternative 2 with four-lane I-69 bridge and one US 41 bridge in service
- West Alternative 2 with six-lane I-69 bridge and both US 41 bridges removed from service
- Central Alternative 1 with four-lane I-69 bridge and both US 41 bridges in service
- Central Alternative 1 with four-lane I-69 bridge and one US 41 bridge in service
- Central Alternative 1 with six-lane I-69 bridge and both US 41 bridges removed from service
- After reviewing the data for all 10 scenarios, three build alternatives were selected for detailed analysis in the DEIS:
 - West Alternative 1: Four-lane I-69 bridge and one US 41 bridge for local traffic
 - West Alternative 2: Six-lane I-69 bridge with both US 41 bridges removed from service
 - Central Alternative 1: Four-lane I-69 bridge and one US 41 bridge for local traffic
 - No Build alternative
 - It was noted that other alternatives could be considered based on further analysis
- West Alternative 1
 - Build a four-lane I-69 bridge
 - Retain one US 41 bridge for local traffic
 - Maintains visibility to remaining businesses with all cross-river traffic
 - Working with Henderson County Planning Commission on future of US 41 commercial corridor
 - Reconstruct US 60 interchange
 - Build new interchanges at Watson Lane and US 41/Veterans Memorial Parkway (north end)
 - Alignment shifted to avoid Eagle Slough
 - Total estimated cost: \$1.47 billion (Includes maintenance costs for I-69 and one US 41 bridge. Costs are in year of expenditure)
- West Alternative 2
 - Build a six-lane I-69 bridge
 - Remove both US 41 bridges from service
 - Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
 - Reconstruct US 60 interchange

- Build new interchanges at Watson Lane, Wolf Hills/Stratman, Nugent Drive and US 41/ Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough
- Total estimated cost: \$1.49 billion (Includes maintenance costs for I-69. Costs are in year of expenditure.)
- Central Alternative 1
 - Build a 4-lane I-69 bridge
 - Retain one US 41 bridge for local traffic
 - Bypasses the US 41 corridor
 - Working with Henderson County Planning Commission on future of US 41 commercial corridor
 - New interchanges at US 41 (south end), US 60 and Veterans Memorial Pkwy
 - Alignment shifted to avoid wetland mitigation and historic properties at US 60
 - Total estimated cost: \$1.42 billion (Includes maintenance costs for I-69 and one US 41 bridge. Costs are in year of expenditure.)
- The Project Team plans to complete the DEIS this Fall. This includes:
 - 20+ technical studies
 - Project Team includes 150+ people
 - Detailed document with an analysis of benefits and impacts of each alternative
 - The DEIS will identify the Preferred Alternative
- Project timeline:
 - Fall 2018 - Preferred Alternative will be identified, DEIS will be published, and public hearings will be held on both sides of the river
 - Fall 2019 – Final EIS will be published and Federal Highway Administration is expected to issue its Record of Decision
- Format of February 6 and 7 open houses:
 - Two presentations at 5:00 p.m. and 6:30 p.m.
 - Maps, videos and additional information throughout the venue
 - Six computer stations for residents to view and discuss alternatives and potential property impacts
 - Surveys and comment cards collected through February 28
 - Meeting materials and screening report supplement available online Tuesday, February 6

3) Additional Outreach

- The project is preparing to send out two surveys in the coming weeks.
 - One is to business owners throughout the US 41 corridor to determine what impact the various alternatives would have on their businesses.
 - The other will be mailed to residents in areas with large EJ populations. The survey will also be available online. It is a public survey to determine opinions about the various corridors and the potential impacts on low-income and minority populations.
- The Project Team wants the RCAC and EJ Subcommittee's help to engage with EJ communities in the coming months.

4) Group Discussion

- **Question:** With the two western alternatives, what happens to the nursing home in Henderson? That's a home for many people on Medicaid and Medicare, which would be a significant impact on low-income residents.
Answer: The project team will look into the possibility of avoiding impacts to the nursing home with West Alternative 2. If impacts cannot be avoided and this alternative becomes preferred, the states will follow the Uniform Relocation Act to acquire the property and relocate the residents to a similar facility.
- **Question:** West Alternative 2 eliminates both US 41 bridges from service, which means there would be no free option. Are the states considering an option to provide transponders for local residents so they can cross for free?
Answer: A bi-state body to establish the financing parameters for the project will be created prior to construction. These financing parameters will include a toll policy, which are the business rules of who is tolled and what the toll rates are. The Environmental Process that we are conducting will evaluate the consequences of this possibility in order to advise this bi-state body of those actions as a financing plan is developed.
- **Question:** Many locals have said they are against tolls, because the region should not have to pay to have an interstate run through it. If not for this highway, we would not be talking about replacing existing bridges.
Answer: This project is not only about providing the connection for I-69 between the two states, but also about a long-term solution to the condition of the US 41 bridges. Even if it was determined that a new section of I-69 could not be constructed, there would still be a significant cost associated with repairing or

maintaining those bridges, and alternatives to traditional funding would also be considered. That scenario is the No Build scenario.

- **Question:** What is the cost built in through 2060 for maintenance on one bridge?

Answer: The Project Team estimated the costs associated with keeping each of the US 41 bridges through 2062. That cost was \$120 million for one bridge and \$130 million for the other. Banning trucks or reducing the traffic on them only decreases the operations and maintenance expenses during a 35-year period following construction by about 10 to 20 percent due to the reduced traffic loading and reduced frequency of maintenance required.

- **Question:** How do you decide which US 41 bridge to keep?

Answer: If the preferred/selected alternative would remove one of the existing bridges, the evaluation of which bridge is to be removed will consider information from the Section 106 process as well as engineering, safety, and other considerations.

- **Question:** Where can the Project Team go to reach EJ communities?

Answer: Gale Brocksmit from Community Action Program of Evansville (CAPE) said CAPE is a great location. They are busy helping an average of 60 low-income residents pay their utility bills each day. United Neighborhoods of Evansville (UNOE) is another good resource to connect the Project Team with various neighborhoods near EJ communities. Gail from CAPE offered to take open house fliers and the public surveys to CAPE.

- **Question:** Will the property impact information be available at both project offices?

Answer: Yes, Amber and the others who staff the project offices will be able to pull up addresses and help visitors.

- **Question:** Before the Business Information Survey goes out, it would be good to provide high level information about the project to business owners. Is that information available?

Answer: We will post these maps on the project website or the public can come in to the project office. This information is available on the BIS as well. The project team is looking for feedback from business owners.

- **Comment:** There have been several comments about residents wanting a redundant crossing to improve safety and access. Emergency personnel would likely say the same things.

- **Comment:** If the Project Team wants help reaching businesses in Henderson, the Planning Commission is willing to add a presentation from the Project Team for the February 22 meeting.

- **Question:** How many properties on West Alternative 1 are affected near Elm?
Answer: West Alternative 1 would relocate more than 100 residences, including many in the Elm Street corridor.
- **Question:** Does Central Alternative 1 go between the historic properties?
Answer: Yes, the alternative goes between the McClain and Baskett properties to avoid impacts to them.
- **Question:** How have you reached out directly to property owners?
Answer: Everyone whose property was potentially affected received Notice of Survey letters.
- **Question:** Along Central Alternative 1, the interchanges at the northern and southern ends appear very complex. What is the reason?
Answer: The interchanges were designed to avoid the floodway for Canoe Creek, accommodate Veterans Memorial at I-69, and avoid a wetland mitigation site. All interchanges are preliminary.

5) The meeting adjourned at 2:10 p.m.

I-69 ORX PRELIMINARY ALTERNATIVES

JANUARY 31, 2018



WHAT IS HAPPENING

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



ALTERNATIVES DEVELOPMENT

3



July 2017 Corridors

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

4



Bridge Scenarios

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

5



Alternatives Development and Supplemental Screening

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

6



PRELIMINARY ALTERNATIVES

7



Preliminary Alternatives

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



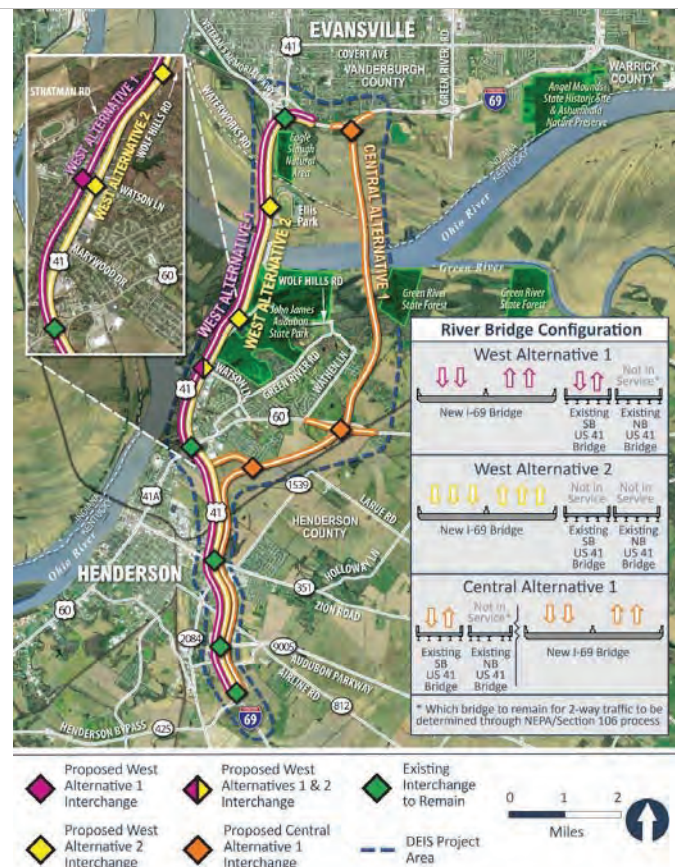
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	West Corridor 1 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	West Corridor 2 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	Central Corridor 1 <small>New I-69 Bridge Approximately 1.5 Miles East of Existing Bridge</small>
Zero US 41 Bridges in Service	BRIDGE SCENARIO 2 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 5 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 8 Existing SB US 41 Bridge Existing NB US 41 Bridge New I-69 Bridge
One US 41 Bridge in Service	BRIDGE SCENARIO 3 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 6 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 9 Existing SB US 41 Bridge Existing NB US 41 Bridge New I-69 Bridge
Two US 41 Bridges in Service	BRIDGE SCENARIO 4 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 7 New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 10 Existing SB US 41 Bridge Existing NB US 41 Bridge New I-69 Bridge

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

Preliminary Alternatives

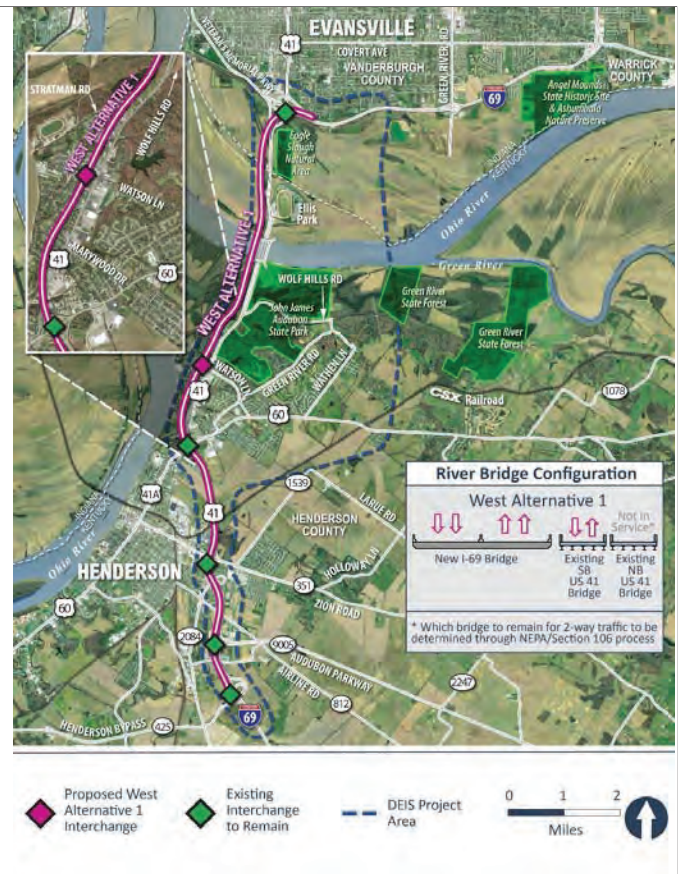
- West Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- West Alternative 2: 6-lane I-69 bridge with both US 41 bridges removed from service
- Central Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- No Build Alternative: Required to serve as baseline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



West Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Maintains visibility to remaining businesses with all cross-river traffic
- Working with Henderson County Planning Commission on future of US 41 commercial corridor
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane and US 41/Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough
- Total estimated cost: \$1.47 billion (includes bridge maintenance and inflation)

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West Alternative 2

- Build a 6-lane I-69 bridge
- Remove both US 41 bridges from service
- Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane, Wolf Hills/Stratman, Nugent Drive and US 41/Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough
- Total estimated cost: \$1.49 billion (includes bridge maintenance and inflation)

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Central Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Bypass the US 41 corridor
- Working with Henderson County Planning Commission on future of US 41 commercial corridor
- New interchanges at US 41 (south end), US 60 and Veterans Memorial Pkwy
- Alignment shifted to avoid wetland mitigation and historic properties at US 60
- Total estimated cost: \$1.42 billion (includes bridge maintenance and inflation)

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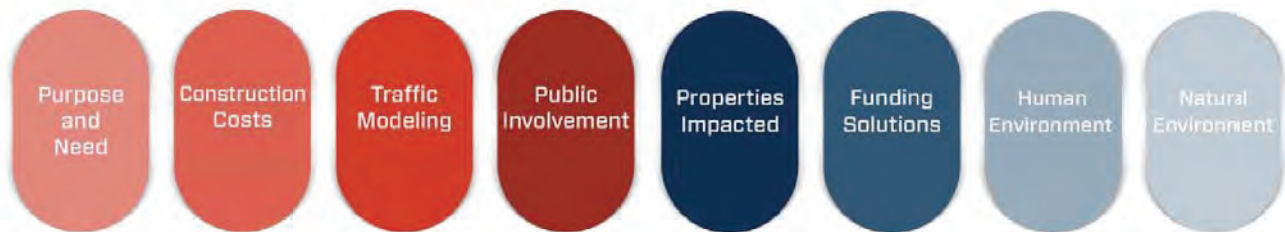


NEXT STEPS

14

Draft Environmental Impact Statement

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



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Project Timeline

Fall 2018:

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

Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



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STAY INFORMED

17



Project Offices

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

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Stay in Touch

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



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Next Week's Open Houses

- Two presentations at 5 and 6:30 p.m.
- Maps, videos and additional information throughout the venue
- Six computer stations for residents to view and discuss alternatives and potential property impacts
- Surveys and comment cards collected through February 28
- Meeting materials and screening report supplement available online Tuesday, February 6



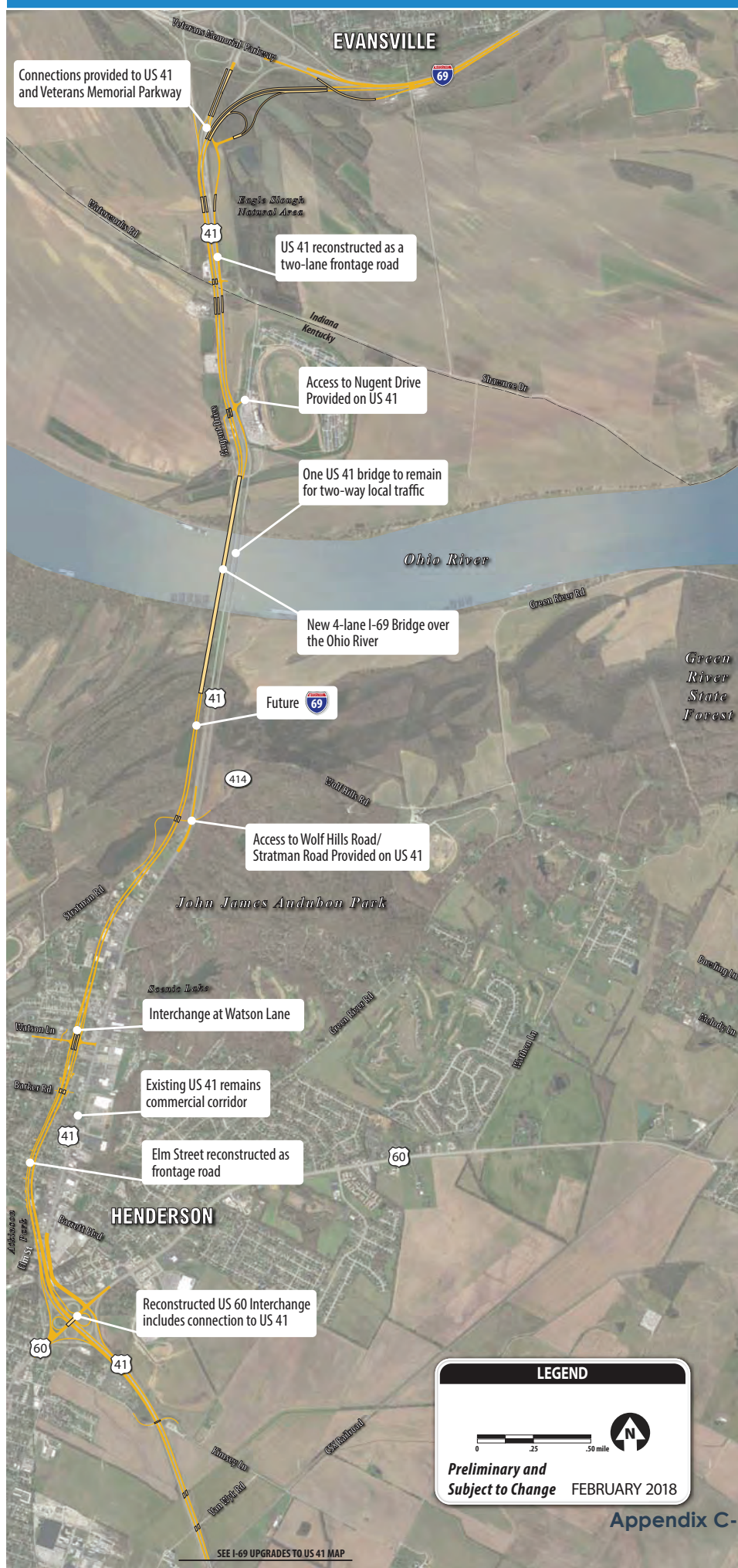
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OHIO RIVER
CROSSING

THANK YOU

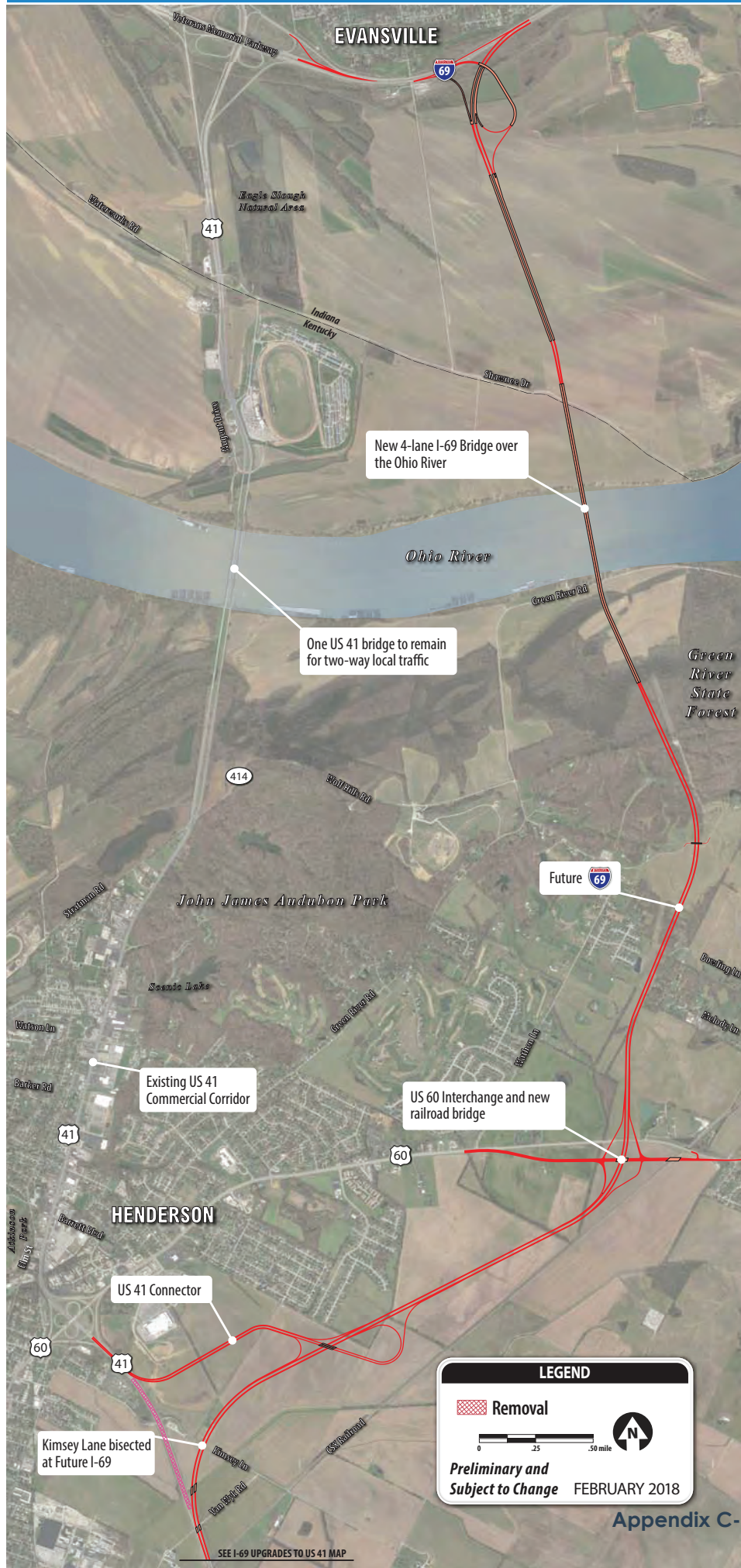
I-69 Ohio River Crossing between Evansville and Henderson WEST ALTERNATIVE 1

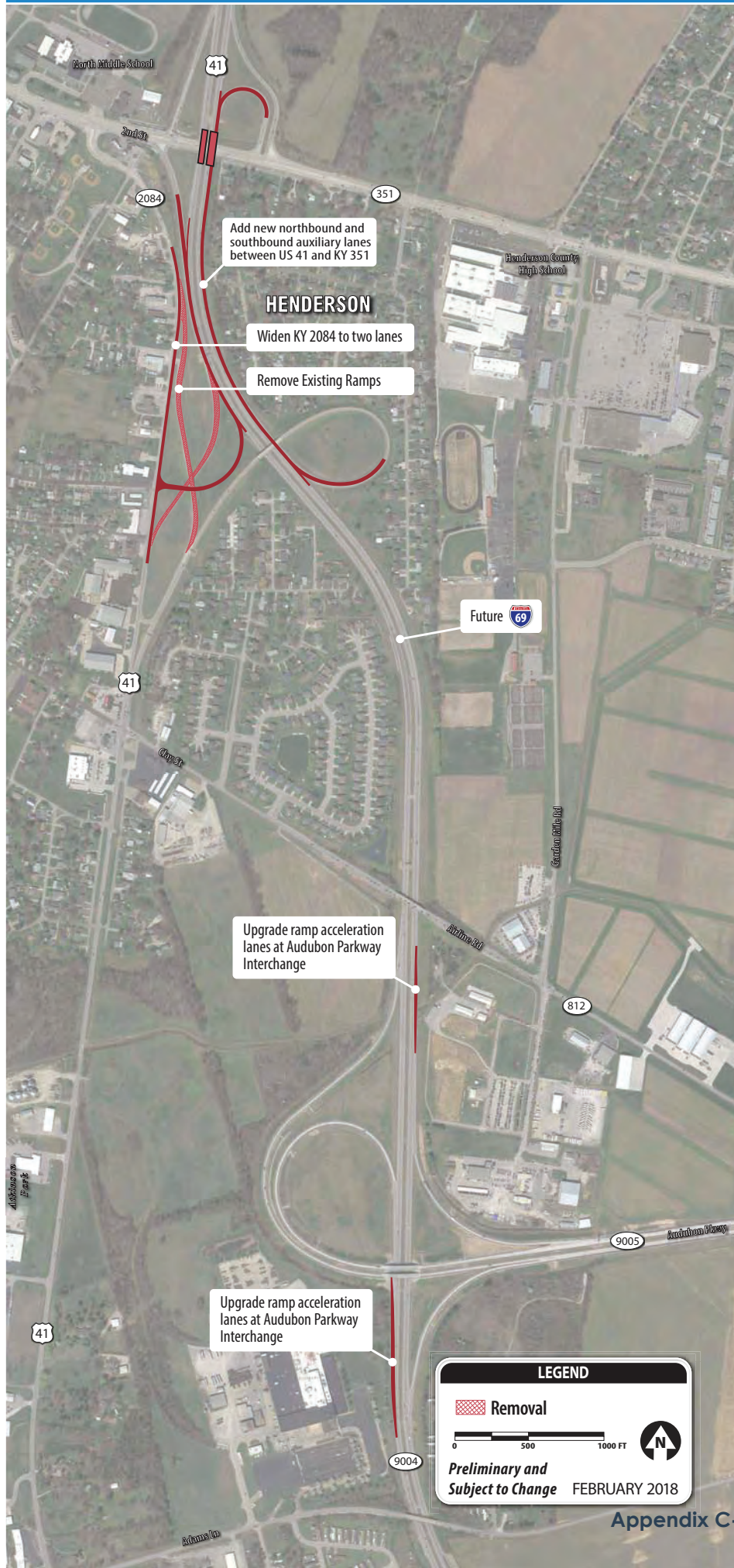


**69 I-69 Ohio River Crossing between Evansville and Henderson
WEST ALTERNATIVE 2**



I-69 Ohio River Crossing between Evansville and Henderson
CENTRAL ALTERNATIVE 1





LEGEND

Removal

0 500 1000 FT

N

Preliminary and
Subject to Change

FEBRUARY 2018



MEETING MINUTES

Date: June 26, 2018
Time: 3:00 to 4:30 p.m.
Meeting: RCAC Meeting 5
Location: I-69 ORX Evansville Project Office

Attendees:

Name	Organization
Tara Barney	Southwest Indiana Chamber
John Blair	Valley Watch
Gale Brocksomith	Community Action Program of Evansville
Jack Hogan	Methodist Hospital
Ellen Horan	Growth Alliance for Greater Evansville
Bill Hubiak	Henderson County
Mike Linderman	Angel Mounds Historic Site
Ben Payne	Henderson County Schools
Mike Schopmeyer	BridgeLink
Syed Shokouhzadeh	EMPO
Catie Taylor	University of Evansville
Jeff Troxel	US 41 Business Owner
Michelle Allen	FHWA
Amanda Rice	FHWA
Eric Rothermel	FHWA
Paul Boone	INDOT
Janelle Lemon	INDOT
Jim Poturalski	INDOT
Gary Valentine	KYTC
Tim Foreman	KYTC
Mindy Peterson	C2 Strategic Communications
Erin Pipkin	Compass Outreach Solutions
Steve Nicaise	Parsons
Amber Schaudt	Taylor Siefker Williams
Diane Hoeting	Parsons
Maria Wainscott	Taylor Siefker Williams
Ron Taylor	Taylor Siefker Williams

- 1) Welcome and introduction – The meeting began at 3:02 p.m. with 12 members and 15 Project Team members in attendance. Each member received a packet of handouts:
 - a. Tolling handout
 - b. Updated preliminary alternatives handout, including an updated map
 - c. Visual Impact Assessment handout
- 2) Presentation –
 - a. Public involvement update – Public meetings have been well attended and we’ve received a lot of feedback since February. This includes 570 public survey responses, 59 business survey responses, 255 attendees at the Community Conversations and 450 visitors to our booth at Tri-Fest.
 - i. Surveys:
 - (1) We mailed a public survey to 4,700 residents in the EJ block groups, which included a stamped envelope, and posted it online. It was also shared via media and social media. We received 570 responses: 335 via mail, 235 online
 - (a) 463 from Kentucky, 101 from Indiana
 - (b) 75 self-identified as low-income, 38 as minority
 - (c) Approximately half cross the US 41 bridge one to four times a week
 - (d) Top reasons for travel include entertainment/shopping (32%), doctor’s visits (25%) and traveling out of town (25%)
 - (e) When asked about mitigation that could be included to address the impacts of tolling:
 - (i) Low-income respondents said the states should provide at least one toll-free crossing (55%), offer free or discounted tolls (18%) or have no tolls at all (12%)
 - (ii) All respondents suggested providing at least one toll-free crossing (44%), free or discounted tolls (13%) and no tolls at all (18%)
 - (2) A postcard asking owners/managers to take our business survey was mailed to about 900 businesses. We followed up with in-person visits to almost 90 businesses along the US 41 strip. We received about 60 complete responses
 - (a) Half depend on walk-up or drive-by traffic
 - (b) One-half expressed concern that Central Alternative 1 could take traffic away from the US 41 commercial strip

- (c) Some believe Central Alternative 1 could improve traffic flow to their business and improve the local economy
 - (d) Several businesses are concerned about the relocation process
 - (e) Two-thirds believe tolls would negatively affect their business
- ii. Community Conversations – We also hosted Community Conversations at six locations (three each in Evansville and Henderson) in EJ block groups. We received good, candid feedback there. The events in Henderson had more attendees, although the last meeting in Evansville – at McCollough Library – had more than 40 in attendance. A total of 255 people signed in at these meetings.
 - (1) 6,000 direct-mail postcards were mailed to residents in EJ block groups
 - (2) We also sent fliers home through the schools, promoted via media and social media, and sent fliers to community groups and churches
 - (3) Tolling and financial feasibility
 - (a) Many people believe taxes should pay for construction of the new bridge and I-69
 - (b) Many residents in Henderson are concerned they will be shouldering more of the burden than Evansville residents
 - (c) Most accept a tolled I-69 crossing if one US 41 bridge remains free and in service
 - (4) US 41 bridges
 - (a) Many residents in both cities believe both US 41 bridges should remain in service
 - (b) However, when asked, most agreed keeping only one US 41 bridge in service is acceptable if it is not tolled
 - (5) Alternatives
 - (a) Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing

- (b) Residents in Henderson are passionate about which alternative is selected:
 - (i) Some are concerned that West Alternative 1 and West Alternative 2 would hurt the character and quality of life in Henderson
 - (ii) Many residents do not believe any road project should impact homes or businesses, so they favor Central Alternative 1
 - (iii) Some believe the Central Alternative 1 would negatively affect US 41 corridor by creating a bypass, and motorists to miss Henderson
- b. Updated alternatives – DEIS alternatives were updated based on public input and additional engineering and environmental analyses:
 - i. West Alternative 1 and West Alternative 2:
 - (1) Connection between US 41 and US 60 modified to reduce ROW impacts
 - (2) Retaining wall added to avoid impacts to a small cemetery in the Merrill Place development
 - ii. West Alternative 2:
 - (1) Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange
 - iii. Central Alternative 1:
 - (1) Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip
 - iv. Updated costs

Updated Cost Estimates

	No Build	West Alternative 1	West Alternative 2	Central Alternative 1
Design, approvals, right of way, mitigation, procurement, construction inspection	\$17 M	\$312 M	\$352 M	\$200 M
Construction cost (roadway, bridge, toll system, utilities)				
Construction (2017\$)	\$0	\$879 M	\$874 M	\$807 M
Construction inflation	\$0	\$367 M	\$347 M	\$255 M
Subtotal - construction	\$0	\$1,245 M	\$1,221 M	\$1,062 M
Roadway and bridge operations and maintenance (35 years)	\$270 M	\$252 M	\$107 M	\$234 M
Total	\$287 million	\$1.81 billion	\$1.68 billion	\$1.497 billion

v. Updated relocations

- (1) West Alternative 1 – 242 residences, 27 businesses
- (2) West Alternative 2 – 96 residences, 64 businesses
- (3) Central Alternative 1 – 4 residences, 0 businesses

vi. Tolling

- (1) Funding - This project will be more than \$1 billion and the traditional funding of 20 years ago is no longer an option. There will be some traditional state and federal funding. Tolling will also be used, although it won't pay for the entire project. The new I-69 bridge will be tolled. The US 41 bridge may also need to be tolled
- (2) Modern tolling – We learned at the Community Conversations that a lot of residents are not familiar with modern tolling. They envision to toll plazas where you throw quarters in the machine to pass. These systems are still in use, but I-69 ORX will use modern tolling technology similar to what is used on the Ohio River Bridges project (ORB) in Louisville. Traffic doesn't slow down or stop to pay a toll.
- (3) Tolling rates – A lot of people want to know how much tolls will be. That won't be decided by the Project Team, but to provide a frame of reference, we presented the toll rates in place in Louisville.

c. Group discussion

i. Are the transponders movable from one vehicle to another?

The E-ZPass can be moved from one to another, for up to four vehicles per transponder. E-ZPass is accepted in 16 states. There is a one-time \$15 set-up fee for the E-Z Pass transponder. No setup fee is needed for the RiverLink sticker transponder.

ii. Do the local vs. long-distance traffic counts remain the same whether US 41 is tolled or not?

The 35% through-traffic forecast is based on the assumption that both bridges will be tolled.

3) Visual Impact Assessment

- a. Ron Taylor and Maria Wainscott lead the Visual Impact process for I-69 ORX
- b. Process and methodology

- i. The team looked for a quantifiable visual impact caused by the project to compare the alternatives. It also measured the degree of impact being made and potential mitigation measures to reduce those impacts
- ii. Used 2015 FHWA guidelines with a four-phase process:
 - (1) Establishment – What’s there now
 - (2) Inventory – Visual quality
 - (3) Analysis – Degree of impact
 - (4) Mitigation – How can we sustain or maintain the existing qualities
- iii. The Area of Visual Effect is identified and broken down into landscape units
- iv. Inventory is broken down by landscape units and viewer groups
- v. Visual quality is analyzed based on natural harmony, cultural order and project coherence. Rated from 0 (very low) to 7 (very high)
- vi. Visual impacts can have three types of scores: positive, negative or zero
 - (1) West 1 – there is a change of 10 points
 - (2) West 2 – there is a 3-point difference
 - (3) Central 1 – there is a 5-point difference
- c. Group discussion
 - (1) What is bridge type’s effect on the VIA? Beautiful bridges that may attract people to the area. No matter how attractive the bridge is, if you can’t see the landscape beyond it, the score goes down, right?
Bridge type analysis is part of FHWA’s VIA guidelines. It wasn’t discussed during this meeting because bridge type hasn’t been determined
 - (2) What about whether the alternatives will face the back of properties vs. front of properties, which are always more attractive?
The VIA takes that into account
 - (3) Does the DEIS look at impacts to the tax base along the alternatives?
Yes, there is a socio-economic portion of the DEIS that looks at impacts to the tax base
 - (4) Was Eagle Slough one of the viewsheds?
No, but the area immediately north is. It isn’t included because you can’t see any of the alternatives from Eagle Slough.

- 4) Next steps for the DEIS – The DEIS schedule has not changed
 - a. We plan to publish the DEIS in the fall, which will identify a preferred alternative. We'll hold one public hearing each in Evansville and Henderson. They will be similar to our previous open houses, but the hearing portion will allow residents to make formal comments in front of attendees and the Project Team
 - b. The FEIS and Record of Decision (ROD) are expected by late 2019
 - c. Tolling policy will be set after the ROD during development of the project's financial plan.
- 5) Closing – The meeting adjourned at 4:15 p.m.

COMMUNITY FEEDBACK, UPDATED ALTERNATIVES AND VISUAL IMPACTS

JUNE 26, 2018



TODAY'S AGENDA:

- Outreach since February
- Community feedback
- Updated alternatives
- Visual Impact Assessment
- Next steps



I-69 ORX Outreach Since February



**Public
Survey:
570
Responses**



**Business
Survey:
59
Responses**



**Community
Conversations:
255
Attendees**



**Tri-Fest:
450
Visitors**

COMMUNITY FEEDBACK

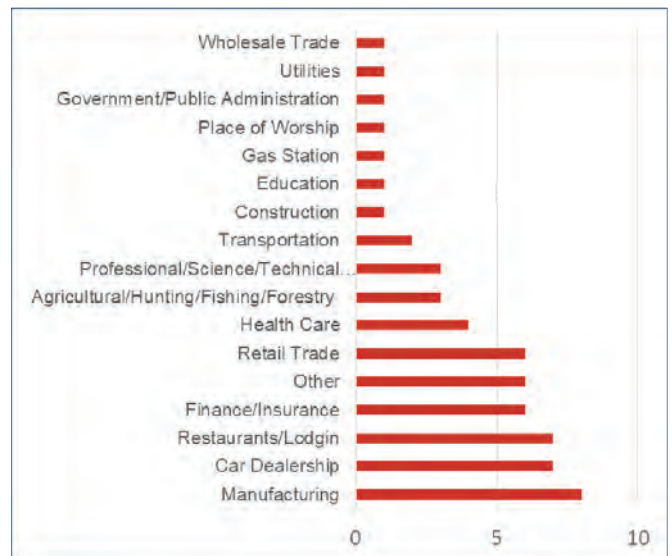
Public Survey

- 4,668 mailed to residents in EJ block groups; available on “Survey” webpage
- 570 completed surveys
- Opinion of the project:
 - Support tolling if there is a toll-free option (41%)
 - Support a crossing regardless of tolls (27%)
- Impact if I-69 was tolled and toll-free option remained:
 - Not impacted (54%)
 - Would use the toll-free route (24%)
- Impact if both I-69 and US 41 were tolled:
 - Not impacted (34%)
 - Would travel less (16%)
 - Would shop elsewhere (13%)
- Mitigation for potential impacts:
 - Provide at least one toll-free crossing (44%)
 - Offer free or discounted tolls (13%)
 - No tolls (18%)

5

Business Information Survey

- 910 post cards mailed to businesses within one mile of the center line of the three alternatives, plus all downtown Henderson businesses
 - Also linked from the “Survey” page on website
 - In-person visits with 87 businesses
- 59 complete or nearly complete responses
 - Average duration at location is 32 years
 - About half depend on walk-up or drive-by traffic



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Business Survey Feedback

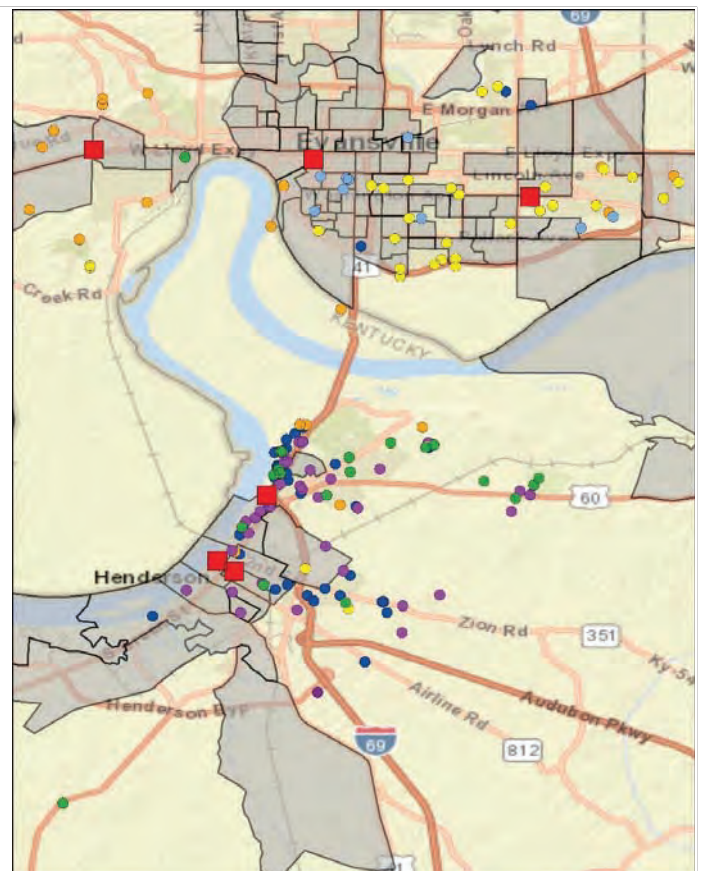
- Asked about location, business type, operating hours, service area, employment area, client characteristics, site requirements, customer and delivery traffic, access and future plans
 - One-half expressed concern that Central Alternative 1 could take traffic away from the US 41 commercial strip
 - Some believe Central Alternative 1 could improve traffic flow to their business and improve the local economy
 - Several businesses are concerned about the relocation process
 - Two-thirds believe tolls would negatively affect their business

7

Community Conversations

- 6,000 direct-mail postcards sent to residents in EJ block groups
- Promoted many other ways
- Map legend:
 - EJ block groups – Gray
 - Meeting locations: Red
 - Events in Evansville – orange, yellow, light blue – 97 attendees
 - Events in Henderson – green, dark blue and purple – 158 attendees

8



Community Conversations Feedback

- Tolling:
 - Many people believe taxes should pay for construction of the new bridge and I-69
 - Many residents in Henderson are concerned they will be shouldering more of the burden than Evansville residents
 - Most accept a tolled I-69 crossing if one US 41 bridge remains free and in service
- US 41 Bridges:
 - Many residents in both cities feel strongly that both US 41 bridges should remain in service
 - However, when asked, most agreed keeping only one US 41 bridge in service is acceptable if it is not tolled
 - Many people believe redundancy is needed in case the I-69 bridge is closed
 - Some asked whether trucks can be prohibited from using the US 41 bridges, or if the states could toll only truck traffic on US 41

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Community Conversations Feedback

- Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing
- Residents in Henderson are passionate about which alternative is selected:
 - Many residents do not believe any road project should impact homes or businesses, so they favor Central Alternative 1
 - Some favor West Alternative 1 because they believe Central Alternative 1 would destroy the US 41 corridor by creating a bypass around the Henderson commercial corridor
- Most attendees in both cities oppose West Alternative 2 because it would remove both US 41 bridges from service



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UPDATED ALTERNATIVES

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Updated DEIS Alternatives

DEIS alternatives were updated based on public input and additional engineering and environmental analyses:

- West Alternative 1 and West Alternative 2:
 - Connection between US 41 and US 60 modified to reduce ROW impacts
 - Retaining wall added to avoid impacts to a small cemetery in the Merrill Place development
- West Alternative 2:
 - Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange
- Central Alternative 1:
 - Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip

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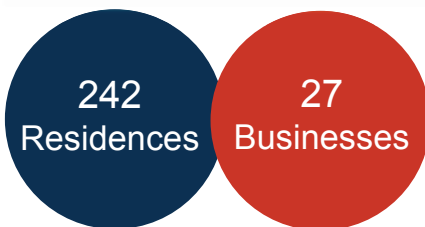
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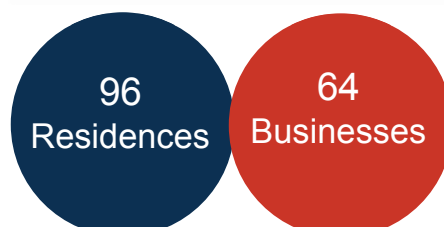
13

Updated Relocation Estimates

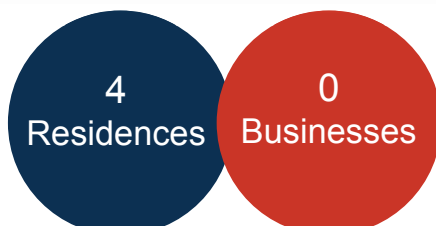
West Alternative 1



West Alternative 2



Central Alternative 1



July 2017 Estimates

	Residences	Businesses
West Alternative 1	213	21
West Alternative 2	119	58
Central Alternative 1	2	0

14

TOLLING AND THE DEIS

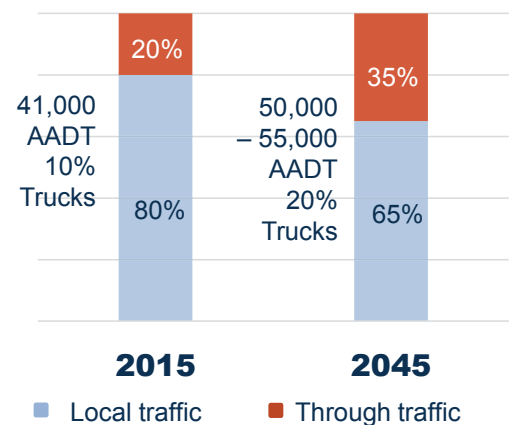
15



Paying for I-69 ORX

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

Ohio River Crossings and Regional Through Traffic



16

Modern Tolling

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



For Discussion: Louisville Toll Rates

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

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7' 1/2 feet in height	\$2	\$3	\$4
	2-axle more than 7' 1/2 feet in height			
Medium Vehicle	All 3-axle	\$5	\$6	\$7
	All 4-axle			
Large Vehicle	5-axle or more	\$10	\$11	\$12

Example

GROUP DISCUSSION

19



VISUAL IMPACT ASSESSMENT

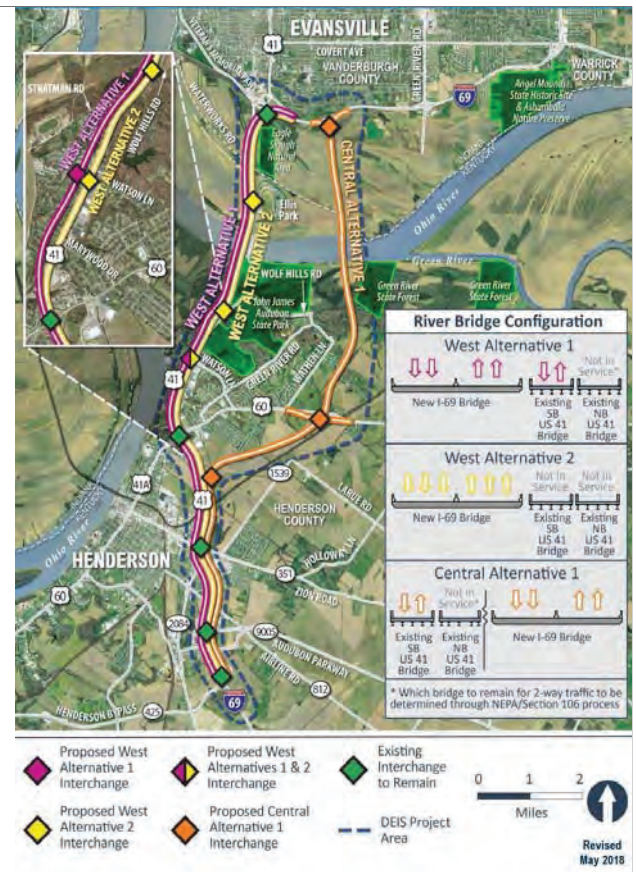
20



Visual Impact Assessment

- Purpose: assess the visual impacts of each of the alternatives on the surrounding community
- Analysis conducted in accordance with FHWA's Guidelines for the Visual Impact Assessment of Highway Projects
- Documentation includes technical report and section of DEIS

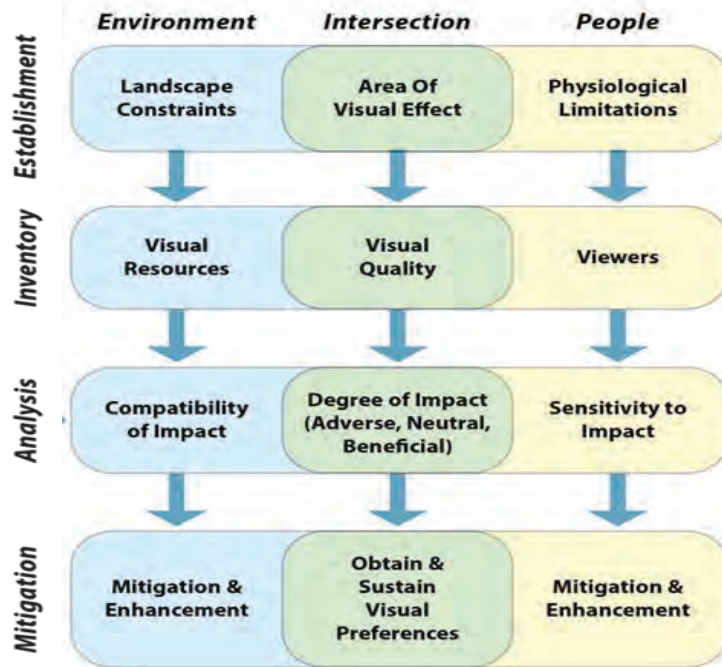
21



PROCESS & METHODOLOGY

22

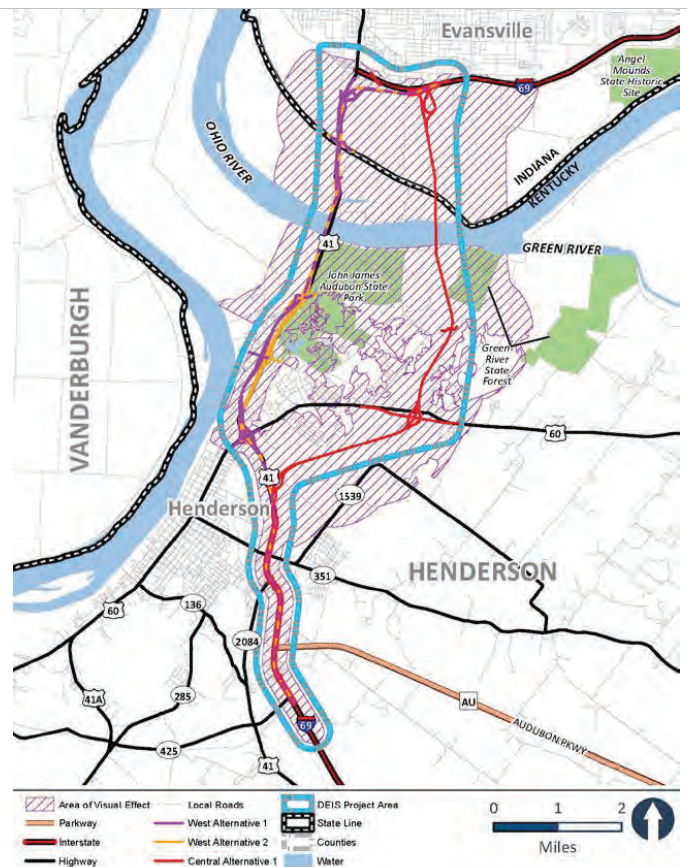
FHWA VIA Process



23

Area of Visual Effect

- The AVE is defined using two types of viewsheds:
 - Static
 - Dynamic
- The AVE is described using landscape units. Landscape units are geographic units defined by viewsheds and landscape types. Landscape types are described according to geography, ecology, and land use patterns.



24

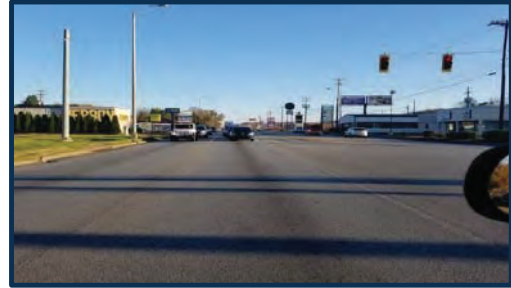
Inventory

- Landscape Units
 - Residential
 - Natural
 - Rural
 - Floodplains
 - Urban



Example of Residential Landscape

- Viewer Groups
 - Neighbors
 - Travelers



Example of a Urban Landscape

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Visual Quality Criteria

- The visual quality of the AVE describes what people feel positively or negatively about the visual character of their environment.
- **Natural harmony** is the memorability of the landscape and the associated distinctiveness and diversity of its visual patterns.
- **Cultural order** is the integrity of the natural or man-made landscape and its freedom from non-typical visual intrusions.
- **Project coherence** is the extent to which visual intrusions are sensitive to, and integrated with, the surrounding landscape.

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Visual Quality Criteria

CRITERIA	HIGH QUALITY	MODERATE/AVERAGE QUALITY	LOW QUALITY
Natural Harmony	Highly Memorable Elements form distinct and/or diverse visual patterns	Somewhat Memorable Elements form somewhat distinct and/or diverse visual patterns	Not Memorable Elements lack distinct and/or diverse visual patterns
Cultural Order	Minimal to no non-typical visual intrusions	Some non-typical visual intrusions	Many non-typical visual intrusions; encroaching elements are an "eyesore" to viewers
Project Coherence	Visual intrusions are sensitive to and integrated with the surrounding landscape	Visual intrusions are somewhat sensitive to and integrated with the surrounding landscape	Visual intrusions lack sensitivity to and integration with the surrounding landscape

0 to 1.5
1.5 to 2.5
2.5 to 3.5
3.5 to 4.5

Very Low
Low
Moderately Low
Moderate/Average

4.5 to 5.5
5.5 to 6.5
6.5 to 7.0

Moderately High
High
Very High

Visual Quality = (Natural Harmony + Cultural Order + Project Coherence) / 3

27

Example: Existing View



28

Example: Proposed View



29

Example: Culpepper Court

VIEW	NATURAL HARMONY	CULTURAL ORDER	PROJECT COHERENCE	EXISTING VISUAL QUALITY	PROPOSED VISUAL QUALITY
Culpepper Court	4	3	2	4.33	3



Existing View



Proposed View

30

GENERAL FINDINGS

31



Summary of Visual Impacts

- Collective visual impacts are the cumulative changes in the visual quality of the proposed project compared to those of the existing conditions.

Collective Visual Quality = Visual Quality for all Key Views

Collective Visual Impact = Collective Visual Quality / Number of Key Views

Collective Visual Resource Change = Collective Existing Visual Impact - Collective Alternative Visual Impact

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Summary of Visual Impacts

- The VIA's purpose is to establish impacts on visual quality.
- Visual impacts can have 3 types of scores
 - positive (**beneficial**)
 - negative (**adverse**)
 - zero (neutral)
- **Beneficial** impacts are those that are favorable or advantageous to the visual quality associated with an alternative.
- **Adverse** impacts are those that prevent success or development, or are harmful or unfavorable.
- **Neutral** impacts are those that have no change on the visual quality.

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West Alternative 1

Key View	Existing Visual Quality	Alternative Visual Quality
View 1: Springer Road/Springer Drive	4.33	1.67
View 2: Donna Drive/Johnson Drive	5.33	2
View 7: Elm Street/Atkinson Park Circle	4.33	4
View 8: Elm Street/Atkinson Park Road (Shelter)	2	1.33
View 12: US 41/Waterworks Road	4.67	4
View 15: US 41/Borrow Pit Wetlands	7	3.67
View 16: US 41/Ellis Park	4.67	4.67
View 18: US 41/Watson Lane	3.67	5
View 19: US 41/Superior Auto	4	2.67
View 21: Washington Street/US 41	1.67	1.67
COLLECTIVE VISUAL QUALITY (TOTAL)	41.67	30.68



West Alternative 2

Key View	Existing Visual Quality	Alternative Visual Quality
View 3: Elm Street/Canary Lane	3.33	2.33
View 4: US 41/Harmony Lane	5.67	3.67
View 9: John James Audubon State Park	2.33	2.33
View 10: US 41/Audubon State Park	4.67	3.67
View 12: US 41/Waterworks Road	4.67	4.67
View 15: US 41/Borrow Pit Wetlands	7	6.67
View 16: US 41/Ellis Park	4.67	4.33
View 18: US 41/Watson Lane	3.67	5.67
View 19: US 41/Superior Auto	4	3
View 20: US 41/Wendy's	3.67	4.33
View 21: Washington Street/US 41	1.67	1.67
COLLECTIVE VISUAL QUALITY (TOTAL)	45.35	42.34



Central Alternative 1

Key View	Existing Visual Quality	Alternative Visual Quality
View 5: Culpepper Court	4.33	3
View 6: US 60/Jackson McClain Property	6.67	7
View 11: Green River Road 2/ Green River State Forest	6.67	3.67
View 13: Weinbach Avenue	4.67	4
View 14: US 60/CSX Railroad	4.67	3.67
View 17: Shawnee Drive	4.67	4
View 21: Washington Street/US 41	1.67	1.67
COLLECTIVE VISUAL QUALITY (TOTAL)	33.35	27.01



Collective Visual Resource Change and Degree of Visual Impact

Build Alternative	Existing Collective Visual Quality	Alternative Collective Visual Quality	Collective Visual Resource Change	Collective Visual Impact
West Alternative 1	4.17	3.07	-1.1	Adverse
West Alternative 2	4.12	3.84	-0.28	Adverse
Central Alternative 1	4.76	3.85	-0.90	Adverse
No Build Alternative	N/A	N/A	N/A	N/A

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VIA DISCUSSION

38



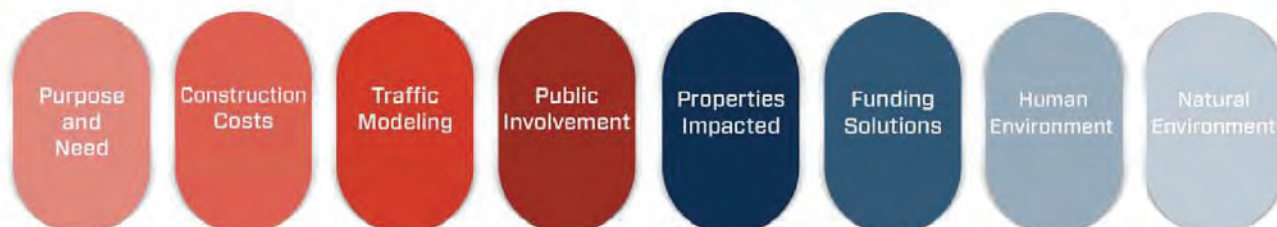
WHAT'S NEXT

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Draft Environmental Impact Statement

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



40

What's Next

Fall 2018:

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

Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



THANK YOU!



I-69 ORX RCAC and EJ Workshop Survey

Please take a few moments to complete this short survey, save your changes and return the completed survey to Amber Schaudt, I-69 Ohio River Crossing public outreach coordinator, amber@i69ohiorivercrossing.com.

1. Did you attend the RCAC and EJ workshop on September 19?

Yes____ No ☒

2. If you were not able to attend, what would make it more likely for you attend a future I-69 ORX workshop or meeting?

Different meeting day____ Different time of day____ Shorter meeting____

Other: Meetings after 5pm

If you did attend the workshop, please answer the following questions.

3. What was the most helpful portion of the workshop? (Check all that apply)

Additional project information____ Hearing from Project Team leaders____

Breakout sessions with members____ More detailed project maps ☒

Other: _____



OHIO RIVER CROSSING

4. Did you leave with a better understanding of the topics discussed?

Short List of Corridors Yes X No _____

US 41 bridges Yes X No _____

Tolling Yes X No _____

5. What specific topics would you like the Project Team to address at future meetings and workshops?

Streetscaping / design X Tolling information X Traffic modeling _____

Other: Earthquake rating of proposed new bridge.

6. Do you have any other questions / comments or concerns?

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 is built to ensure we are not selling anything short. I just worry about this vital link espe



OHIO RIVER CROSSING

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Other: I will attend in the future- just couldn't make it to this meeting

If you did attend the workshop, please answer the following questions.

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Breakout sessions with members____ More detailed project maps____

Other:_____



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October 5, 2017

To: I69 Ohio River Crossing Project Team

From: Niles Rosenquist

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.

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.

Thank you for interest in citizen comments on the highway plan. I hope these comments are helpful.

(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 positions on funding.)

Niles Rosenquist

732 S. Willow Rd.

Evansville, IN 47714



HIGHLIGHTS OF INDIANA'S NEW STATE BUDGET

Indiana's new two-year budget continues our strong reputation for responsible state spending.

- ✓ Keeps the budget balanced
- ✓ Puts education first
- ✓ Maintains strong rainy day reserves

● K-12 Education
● Higher Education
● Medicaid/HIP 2.0

● Department of Child Services
● Other Health and Human Services
● Public Safety

● General Government
● Capital Projects
● Other



K-12 EDUCATION

- Increases school funding
- Gives more than half of a dollar to K-12 education
- Allocates \$60 million for



PUBLIC SAFETY

- Raises pay for the Indiana their salaries competitive
- Increases funding for the Child Services to manage



VETERANS

- Provides funding to hire veteran service officers
- Increases the military retirement deduction
- Funds a \$2 million program homelessness and PTSD

MEETING INDIANA'S LONG-TERM ROAD FUNDING NEEDS

IMPROVING OUR ROADS BENEFITS HOOSIERS

- Creates an estimated 13,000 jobs
- Saves drivers an estimated 11 million hours per year in their vehicles
- Keeps 95% of state roads and 98% of state bridges in fair or better condition

Indiana's new 20-year road funding plan raises new resources to improve Indiana's transportation infrastructure – with all of the taxes paid at the gas pump going to roads.

Once this law is fully phased in, Indiana will see a **\$1.2 billion increase in annual road funding.**

For the average Hoosier driver, this plan will cost \$5-\$6 per month based on a 10-cent gas tax increase and a \$15 annual BMV-fee.

Name
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Sta
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U.S. News recently ranked state governments in the nation. Our **fiscal budget** were cited for our top

Hoosier motorists will pay higher gas tax starting July 1

Kaitlin L. Lange, kaitlin.lange@courierpress.com

Published 11:48 a.m. ET April 27, 2017 | Updated 6:17 p.m. ET April 27, 2017



(Photo: Lorenzo Patola, Getty Images/Stockphoto)

INDIANAPOLIS - It won't be long until Hoosiers feel the costs and benefits of a \$1.2 billion highway improvement plan Gov. Eric Holcomb signed into law Thursday afternoon.

Starting July 1, Hoosiers will pay an extra 10 cents per gallon gas tax to help pay for roads plan. The tax at the pump will rise to 28 cents a gallon..

Hoosiers also will pay more fees at the Bureau of Motor Vehicles, starting in January. Under the roads plan approved by state lawmakers this past week, registration fees for most vehicles will rise by \$15. The new law also imposes a \$50 on hybrids and a \$150 fee on electric cars.

Government officials, however, emphasized Thursday that it won't be long until Hoosiers start seeing the benefits of those taxes and fees.

At a news conference, Holcomb said he expects Indiana Department of Transportation to have a list of highway projects to prioritize with the new funding by June.

"I can assure you come July, you and all of you, are going to smell asphalt morning, noon and night," Holcomb said.

In addition to taxes and fees, the roads plan also helps to clear the way for tolls on interstates, though that option may be several years away.

Holcomb said he plans to have a draft of a toll road plan by the end of 2018.

Indiana's gas tax rate will now be higher than all its neighboring states, according to numbers from Tax Foundation.org. However, many Hoosiers may not even notice with the fluctuating prices of gasoline.

"It really just depends on the timing of it all," said Scot Imus, executive director of the Indiana Petroleum Marketers and Convenience Store Association. "Certainly 10 cents will be going to the government a gallon. That's going to be an impact."

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"Today, the state doesn't really have a choice rather than to raise taxes in order to have enough revenue to finish I-69 or handle congestion around Indianapolis, around Lake County, around Porter county, around Evansville and both Cincinnati and Louisville (Ky.)." Hicks said. "We're struggling to build through the builds we need."

Convenience stores near the borders could be impacted the most if motorists try to fill up in border states where gasoline taxes are lower.

Despite criticism from convenience stores, fiscally conservative groups and some Democrats, Republican leaders touted the "historic" road funding plan as the state's first 20-year road funding plan.

On Thursday, Holcomb also signed the state's \$32 billion two-year budget, which includes a near doubling of prekindergarten funds, money for more direct flights, a state police raise and a \$200 million funding boost to the Department of Child Services.

Call Evansville Courier & Press reporter Kaitlin Lange at (812) 549-1429. Follow her on Twitter: [@kaitlin_lange](https://twitter.com/kaitlin_lange) (https://twitter.com/kaitlin_lange)

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Read or Share this story: <http://indy.st/2ppSHpE>

A look at which counties will get the most road funding

Statewide, amounts to \$480 per person over 5 years

KATLIN L. LANGE AND TONY COOK
KATLIN.LANGE@INDYSTAR.COM AND
TONY.COOK@INDYSTAR.COM

Hamilton County is the fastest growing county in Indiana, but it's slated to receive less money per person than nearly every other county in the state's recently released five-year roads construction plan.

Every Hoosier has to pay the new 10-cent gas tax increase in order to help fund the \$4.7 billion roads plan, but not every county will see the same benefit.

Statewide, the plan will amount to about \$480 per person in spending over the next five years. That calculation doesn't include the portion of the \$4.7 billion dedicated for uses beyond direct road maintenance and construction, such as for traffic lights or cable barriers.

In Hamilton County, the state only has plans to spend about \$80 per person. Only Monroe County will receive less at \$72 per person.

Morgan County — home to Martinsville and Mooresville — will by far receive the most road funding per capita at about \$4,115 per person.

Marion County sits in the bottom 20 of Indiana's 92 counties in terms of spending per person. When looking at total spending per county, however, Marion County received the second most, just after Morgan County. Johnson and Hendricks also grace the top five in overall spending per county.

Evansville Courier July 19, 2017

Indiana road funding per person, by county



GRAPHIC
Map of road funding per person/per county.

Scott Manning, an Indiana Department of Transportation spokesman, said it's important to keep in mind that those figures don't include recent road investments in many counties.

"INDOT's investment on a per county basis is driven by the number of centerline miles of INDOT maintained roads in a given county and the condition ratings of the existing roads and bridges," Manning said. "Population is not part of the formula."

He said a comprehensive list of the number of miles per county does not ex-

In Hamilton County, INDOT has spent \$472 million over the past five years and only has six miles of lanes the state has labeled as in poor condition.

Both Hamilton County Commissioner Mark Heibrandt and Fishers Mayor Scott Fadness said the county has been fortunate in recent years, pointing to projects such as the added travel lanes on I-69 and the \$100 million spent on Ind. 37 improvements.

"I understand we're not the only county in the state," Heibrandt said. "I don't want to be greedy. They know we're here and they know what our needs are."

The additional money for road maintenance is the result of a new funding package lawmakers passed earlier this year. It raises the gas tax 10 cents a gallon and increases Bureau of Motor Vehicle fees.

Gov. Eric Holcomb and INDOT Commissioner Joe McGuinness announced this past week how and where the first wave of that money would be spent.

The state also dedicated \$342 million annually for local road projects.

"The Next Level plan will impact all corners of our state with much-needed reinvestment of infrastructure," Fadness said. "That's something we should all champion."

Call IndyStar reporter Katlin Lange at (317) 432-9270. Follow her on Twitter: @Katlin_Lange.

Call IndyStar reporter Tony Cook at (317) 444-6081. Follow him on Twitter and Facebook.

PRIEDS South Bend offering amnesty day for parking violators

SOUTH BEND, Ind. - A northern Indiana city is giving people with unpaid parking tickets an amnesty day to pay their fines without penalties.

South Bend City Clerk Kareemah Fowler said she proposed Friday's amnesty day after reading about a similar program's success in Chicago. A revised parking ordinance passed last fall authorized the amnesty day that allows violators to pay their parking fines without late penalties.

Fowler said she tells the South Bend Tribune the amnesty day "is all about giving residents a chance to clean their slates."

Parents of girl, 5, killed by SUV urge driver to surrender

MICHIGAN CITY - The parents of a 5-year-old northern Indiana girl killed by a hit-and-run driver are pleading with the motorist to surrender to authorities.

Delaney Klewer died Tuesday after being struck by a dark-colored sport-utility vehicle in Michigan City. Her parents, Matthew Klewer and Gail Biela, urged the driver Wednesday to come forward and for anyone who knows who struck their child to contact police.

Klewer tells the South Bend Tribune his message to the driver is to "just turn yourself in" and take responsibility. He said his daughter was "a very beautiful girl."

Relatives said Delaney and her 8-year-old sister were returning home from a park two blocks from their home when the 5-year-old was struck by the SUV along a street with a posted 20 mph speed limit.

—Associated Press

Park where kids hurt has 'extensive problems'

17th suffered anova invitation and two

Indiana Department of Transportation [Iindot](#)



I-69

I-69 - Evansville To Indianapolis

The new I-69 between Evansville and Indianapolis is a key component to the future economic vitality of southwestern Indiana, and will connect an entire region with improved access to jobs, education and healthcare.

In the 1970s, a group of visionaries began dreaming of a "Southwest Indiana Highway" connecting Evansville to Bloomington. In 1991, Congress proposed a "New National Highway System" and the dream took root as part of a new I-69 corridor. Designated as one of six Corridors of the Future, I-69 will ultimately extend from Mexico to Canada, making it a primary north-south artery for the movement of goods and services in the US.

In late 1999, a Tier 1 Environmental Impact Study (EIS) was initiated for the Evansville to Indianapolis portion of I-69. This EIS looked at a wide range of possible highway corridors to link Evansville and Indianapolis. In December of 2003, a Final Environmental Impact Statement (FEIS) for I-69 was issued recommending Alternative 3C as the preferred corridor for I-69. The Federal Highway Administration selected Alternative 3C for I-69 in its Record of Decision (ROD) dated March 24, 2004. The FEIS and ROD divided the 142-mile corridor into six sections, paving the way for the initiation of Tier 2 studies for I-69.

The Tier 2 Environmental Studies have been completed for Sections 1 through 5. Thanks to the commitment of governors Mitch Daniels and Mike Pence, and funds from the lease of the Indiana Toll Road, I-69 is rapidly moving through construction. Sections 1 through 4 from Evansville to Bloomington are now open to traffic. Mainline construction on Section 5 began in late 2014 and is scheduled for completion in 2018. Section 6, connecting Martinsville to Indianapolis, is in the final stages of its environmental study. A FEIS and ROD for Section 6 is anticipated for the first quarter of 2018.

At the peak of construction in 2012, I-69 was the longest contiguous new terrain interstate construction project in the U.S., putting Indiana in an enviable position to attract new jobs in a competitive global marketplace.

Online Services

Traffic Conditions
(<http://www.in.gov/indot/2420.htm>)

Report a Concern
(<http://www.in.gov/indot/2330.htm>)

Notice of Tort Claim Form
(<https://forms.in.gov/Download.aspx?id=9840>)

Indiana GIS Atlas
(<http://www.indianamap.org/>)

MEETING MINUTES

Date: December 18, 2018
Time: 1:00 to 2:30 p.m.
Meeting: Joint RCAC/EJ Meeting
Location: I-69 ORX Evansville Project Office

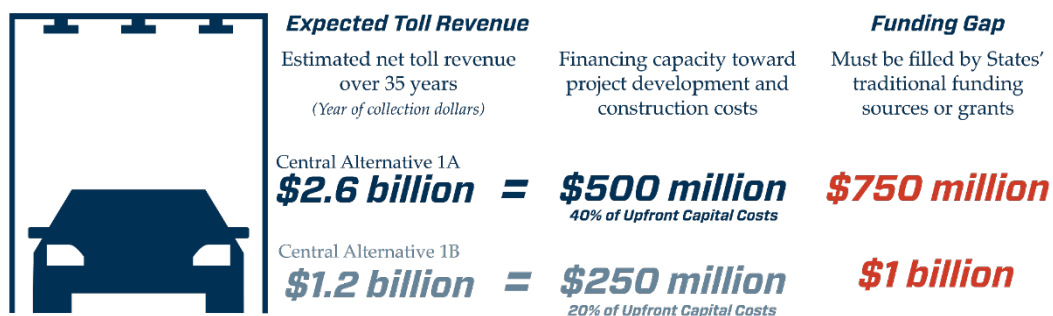
Attendees:

Name	Organization
Gerald Arnold	NAACP
Tara Barney	Southwest Indiana Chamber of Commerce
Gina Boaz	GRADD
Drew Clements	Methodist Hospital
Kimberly France	NAACP
Tim Hobbs	Community Baptist Church
Buzzy Newman	City of Henderson
Ben Payne	Henderson County Schools
Niles Rosenquist	Audubon Society
Mike Schopmeyer	Bridgelink
Syed Shokouhzadeh	Evansville MPO
Catie Taylor	University of Evansville
Jeff Troxel	Business owner
Eric Rothermel	FHWA-KY
Brian Aldridge	Stantec
Ron Bales*	INDOT
Paul Boone	INDOT
Marshall Carrier	KYTC
Tim Foreman*	KYTC
Janelle Lemon	INDOT
Danny Peake*	KYTC
Jim Poturalski*	INDOT
Gary Valentine	KYTC
Mindy Peterson	C2 Strategic
Erin Pipkin	Compass Outreach Solutions
Dan Prevost	Parsons
Steve Nicaise	Parsons

*Individuals participated via phone

- 1) Welcome and introduction – The meeting began at 1:05 p.m. with 13 members and 10 Project Team members in attendance, with an additional four team members on the phone. Each member received a DEIS handout, including an updated map, and an EJ/RCAC questionnaire. Also available were DEIS public hearing fliers and lists of the DEIS review locations.
- 2) Presentation
 - a. Draft Environmental Impact Statement (DEIS)
 - i. The DEIS summarizes the project’s study process and findings and identifies preferred alternatives.
 - ii. The DEIS was published last Friday, December 14. It identifies two preferred alternatives – Central Alternative 1A and Central Alternative 1B.
 - iii. The Project Team completed the environmental and engineering analyses and selected a preferred route.
 - iv. The DEIS includes a preliminary financial analysis and identifies two preferred alternatives. That allows Project Team to move the project forward, collecting public and agency input on the preferred route and two tolling options while further developing the financial plan.
 - b. Preferred alternatives
 - i. Central Alternative 1 is the preferred route.
 - ii. Central Alternative 1A would toll both the I-69 and US 41 bridges. Central Alternative 1B would toll only the I-69 crossing.
 - iii. Both alternatives include a four-lane I-69 bridge and retain the northbound US 41 bridge for local, two-way traffic. They include 11.2 miles of interstate, three new interchanges and improvements to three existing interchanges. New interchanges would be constructed at existing I-69 in Indiana, US 60 in Kentucky and existing US 41 south of Henderson.
 - iv. Either alternative could open to traffic as soon as 2025.
 - v. Central Alternative was the preferred route because it has the fewest residential relocations (4), no commercial relocations, fewest impacts to many sensitive resources, lowest total cost (\$1.497 billion) and provides cross-river redundancy.
 - c. Financial feasibility

- i. Traffic forecasts indicate that only six lanes of cross-river capacity are needed by 2045. Providing more than six lanes would unnecessarily add approximately \$145 million to long-term operations and maintenance costs.
 - ii. The new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed.
 - iii. The northbound US 41 bridge is being retained because it has historical significance because of how it was constructed and funded. It was constructed in 1932.
 - iv. The southbound bridge, which was constructed in 1965, is only historically significant when it is paired with the northbound bridge.
 - v. Although the northbound bridge is older, because of the way it was constructed, there would be similar costs to rehabilitate and maintain either bridge.
- d. Financing and funding
- i. A preliminary financial plan will be based on the total cost of the project (\$1.497 billion).
 - ii. Net toll revenue will be used to cover debt service for the project, capital costs, operations and maintenance, but tolls will not cover all project costs.
 - iii. Projected revenue for Central Alternative 1A would cover approximately 40% of upfront capital costs and Central Alternative 1B would cover approximately 20% of upfront capital costs.



- iv. The funding gap must be filled by States' traditional funding sources, but the States are pursuing grant opportunities, refining needs and developing a financial plan.
- v. In 2019, all DEIS comments will be considered, the financial analysis will be published, and the States will decide between Central Alternative 1A or Central Alternative 1B next summer.
- vi. After that, in late 2019, the Final Environmental Impact Statement will be published, followed by the Federal Highway Administration's Record of Decision.

e. Tolling information

- i. Any crossings that are tolled will have all-electronic tolling that does not require traffic to slow or stop.
- ii. Drivers with prepaid accounts and transponders would pay the lowest toll rates. Those without transponders would receive an invoice at their homes after a photo of their license plate is taken while they cross the bridge.
- iii. For the financial analysis, toll rates similar to the initial rates on the Ohio River Bridges project in Louisville will be used.
- iv. If both I-69 and US 41 are tolled, the States have several potential mitigation approaches:
 - (1) Transponders purchased and reloaded via cash for those without access to checking accounts
 - (2) Widespread availability of transponders
 - (3) A frequent-user/commuter card. In Louisville, drivers in passenger vehicles with transponders and prepaid accounts in good standing who cross tolled bridges more than 40 times a month receive an automatic 50% credit to their account. Additional crossings that month are discounted 50%.
 - (4) We also heard at the Community Conversations that people would be interested in a reduced toll rate for crossing the US 41 bridge for verified low-income users.
 - (5) To determine toll policy, a bi-state body will be created before construction begins. That bi-state body, not the Project Team will establish toll rates.
 - (6) The FEIS and ROD will inform the bi-state body of impacts and commitments associated with implementing tolls.

f. Comments and feedback

- i. We are hosting two public hearings: Monday, Jan. 7 in Henderson and Tuesday, Jan. 8 in Evansville. Both last from 5 to 8 p.m.
 - (1) Like the open houses, there will be a formal presentation at 6 p.m. One main difference for these hearings is that people will be allowed to sign up and speak in front of the group following the presentation. Each speaker will be given three minutes to speak Responses will be provided in the FEIS, not on site.
 - (2) The public comment period lasts through Feb. 8, 2019.

- ii. We are also hosting Community Conversations in January. We'll be at the Henderson Housing Authority on Wednesday, Jan. 23 and at the Central Library on Thursday, Jan. 24.
 - iii. The DEIS is available for review online at I69OhioRiverCrossing.com/DEIS and at five locations each in Evansville and Henderson.
 - iv. We've extended our office hours to include a third day each week in Henderson. The Evansville office is open Monday, Wednesday and Friday; and the Henderson office is open Tuesday, Wednesday and Friday.
 - v. Comments are accepted at the hearing, via the comment form on the website, email to info@I69OhioRiverCrossing.com, by mail and at the project offices. Facebook and Twitter comments will not be addressed in the FEIS.
- g. Next steps
- i. The public comment period lasts until February 8, 2019.
 - ii. During the spring and summer, the Project Team will consider DEIS comments and advance the financial analysis.
 - iii. The FEIS and ROD should be issued by the end of 2019.

3) Group Discussion and Questions

Louisville has tolled and non-tolled crossing. Isn't that a difference between Louisville and our area?

In Louisville, three bridges are tolled and two are non-tolled. Central Alternative 1B allows for a non-tolled option here. We included both options so we could receive the entire range of feedback.

What about bicycle access on the bridges?

We are often asked whether the southbound US 41 bridge can be turned into a bicycle/pedestrian bridge. The \$145 million cost to maintain and operate that bridge (as a highway bridge) makes it unfeasible to keep that bridge. We reached out to Henderson and Henderson County and asked them if they'd be interested in taking it over. Both declined.

Doesn't the Lewis and Clark Bridge in Louisville have bicycle and pedestrian access?

Yes, but it is an expensive addition to any bridge. The Utica-Prospect connection in the Louisville region was included after years of consultation with communities on both sides of the river and serves a large population. Very few have raised this as a need for I-69 ORX.

What about bikes on the I-69 bridge?

There's a possibility, but it's not likely because it's not in the long-range plan for the area.

Will the transponder be compatible with other cities?

It's expected the system would be E-ZPass-compatible.

Could this project join forces with the tolling body for the Louisville bridges and could toll revenue be combined?

It's unlikely because of bond covenants and financial obligations for the Ohio River Bridges Project.

Indiana raised its gas tax to raise \$1.2 billion for Next Level. Why aren't those funds being used for ORX? Why is INDOT spending \$550 million for I-69 in Morgan and Marion counties.

Indiana's long-range plan has included Sections 5 and 6 of I-69 for a long time and the current and previous governors had committed to completing that connection through the state.

When is Kentucky going to raise revenue to fund infrastructure? Tennessee raised 6 cents/gallon. What can be done to raise funds for this project? Both chambers have supported candidates who support local tax increases for infrastructure.

This is a legislative issue. Governor Bevin supports funding road projects. There are \$8.4 billion in projects in Kentucky in the next six years but they only have funding for \$2.4 billion. Kentucky needs a way to raise that \$6 billion to fill that gap.

Do you have traffic projections for US 41 both with and without tolls?

Yes, those are included in Chapter 4 and Appendix D-1 of the DEIS.

Have you done any hydraulic analysis to determine bridge type on the Indiana side?

It's very preliminary, but some hydraulic analysis has been completed.

For \$2 one way, it's a big deal for families who work on the other side of the bridge. Is there any consideration given to multiple people in a household?

The E-ZPass can be moved from car to car allowing trips to combine on a single account, when possible, to qualify for a possible frequent-user discount (local transponders are stickers that can not be moved). Another option is a discounted toll rate for verified low-income users. That falls under the bi-state tolling body that will be establish business rules.

Have you looked at different rates for the US 41 and I-69 bridges?

Yes, a variety of scenarios have been considered.

Most people support Central Alternative 1, but they're mainly worried about the tolling. There are some people who only use US 41 because it's the through route and so congestion might not be different. One business owner said about 30% of his business is transient traffic. There are some service and restaurant businesses that are concerned.

We're going to work with local planners on how to address this. We want businesses along US 41 to thrive.

There's a belief that tolling will become a burden for that.

Will the availability of Indiana funding be determined before a tolling decision is made?

We must figure out how to pay for this project to get through the environmental process.

We plan to know the tolling decision by this time next year. A lot of that depends on whether we can get some federal grant dollars.

What is the funding split between the states?

60-65% of it will fall to Kentucky.

Are there any outside business groups that are looking at the economics of projects like these? Having bigger conversations may allow the legislators some room to support tax increases.

Not that we are aware of.

Have you considered tolling just one direction?

Most agencies that toll in one direction double toll rates in that direction.

4) Closing – The meeting adjourned at 2:45 p.m.

5) RCAC/EJ Subcommittee Member Questionnaire

Members of the RCAC and EJ Subcommittee were encouraged to provide feedback about the preferred alternatives and tolling scenarios. Sixteen members responded to the questionnaire. Below is a summary of their comments:

- Nearly all believe that Central Alternative 1A and Central Alternative 1B are the best choice, but five noted concerns about access to businesses along US 41
- All but three believed tolling both I-69 and US 41 would negatively affect their organization, citing concerns about attracting patrons/customers from across the river, maintaining business along US 41, financial hardship for low-income individuals, and access to educational opportunities between Evansville and Henderson
- All prefer maintaining US 41 as a toll-free crossing (Central Alternative 1B)

- When asked about the potential challenges with the preferred alternatives, half stated there needs to be a plan to help businesses along US 41 continue to attract customers
- For tolling mitigation, members advocated for reduced fees for frequent and low-income travelers, tolling only semi-trucks on US 41 and keeping US 41 toll-free

DEIS

PREFERRED ALTERNATIVES

DECEMBER 18, 2018



OHIO RIVER
CROSSING



WHAT'S HAPPENING

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



DEIS

DRAFT ENVIRONMENTAL IMPACT STATEMENT



Information in the DEIS

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

Purpose
and
Need

Construction
Costs

Traffic
Modeling

Public
Involvement

Properties
Impacted

Funding
Solutions

Human
Environment

Natural
Environment

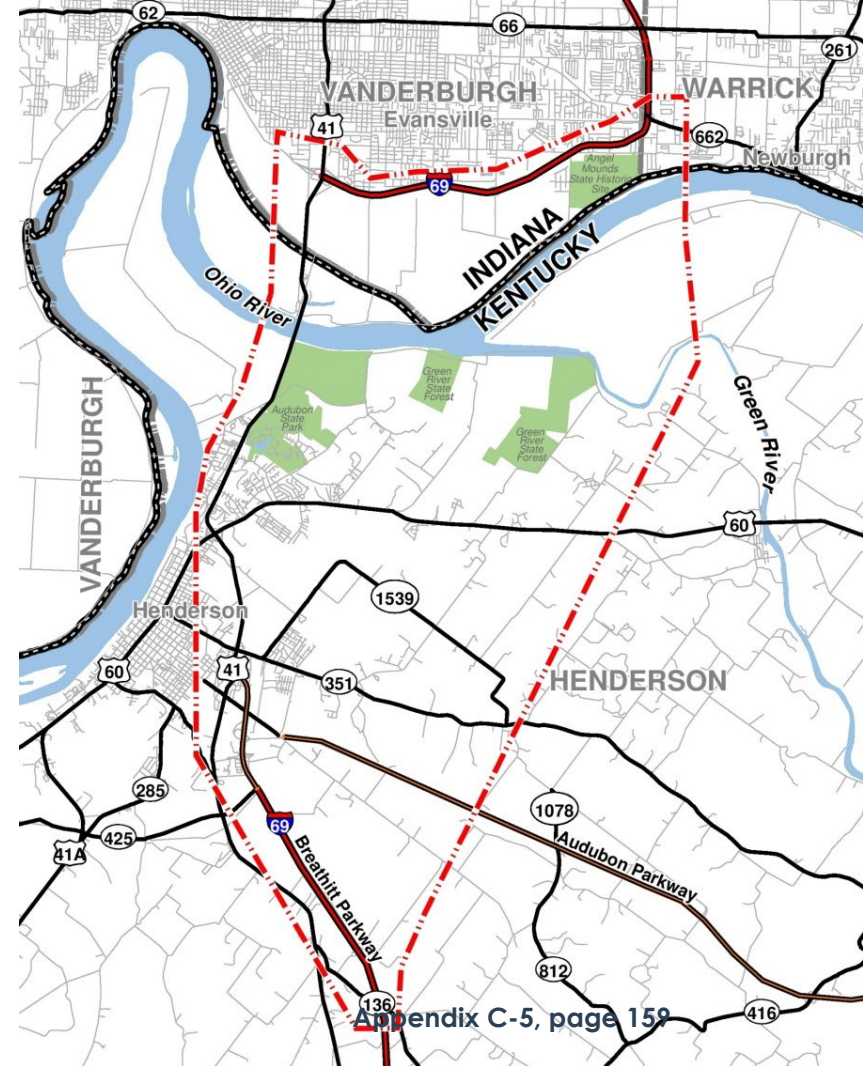
DEIS Public Involvement

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



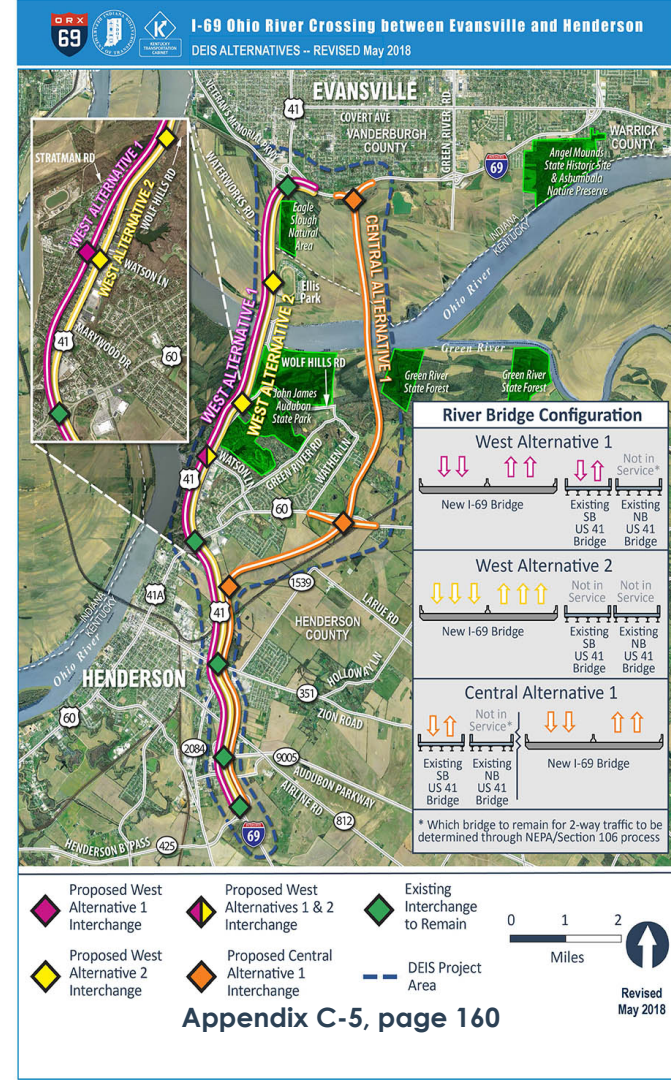
Purpose and Need

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



Alternatives Developed

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



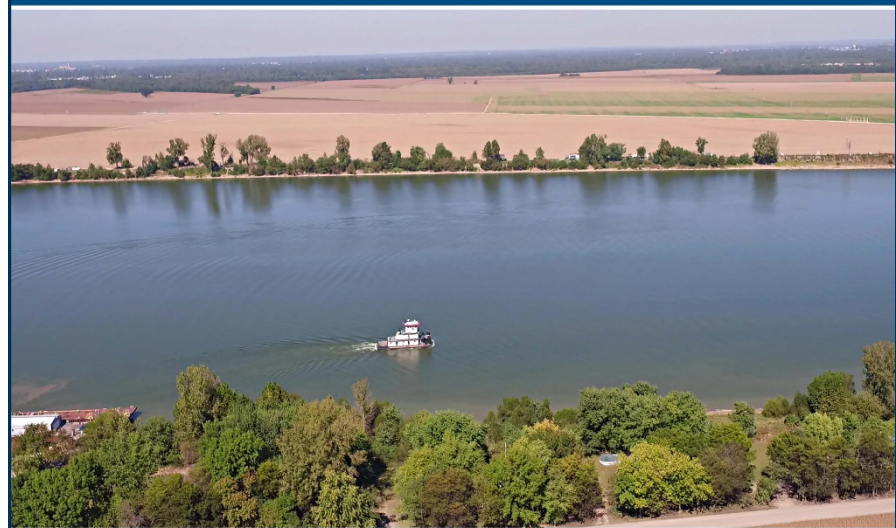
I-69 ORX DEIS

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



DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

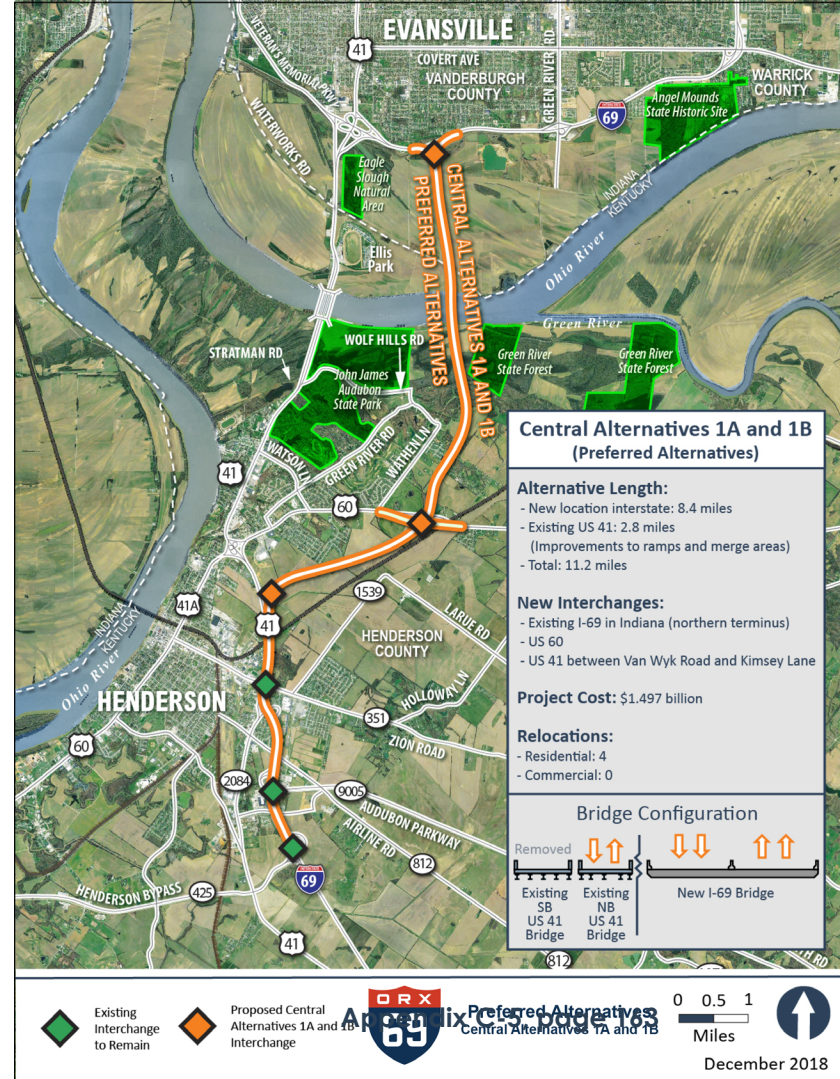


PREFERRED ALTERNATIVES



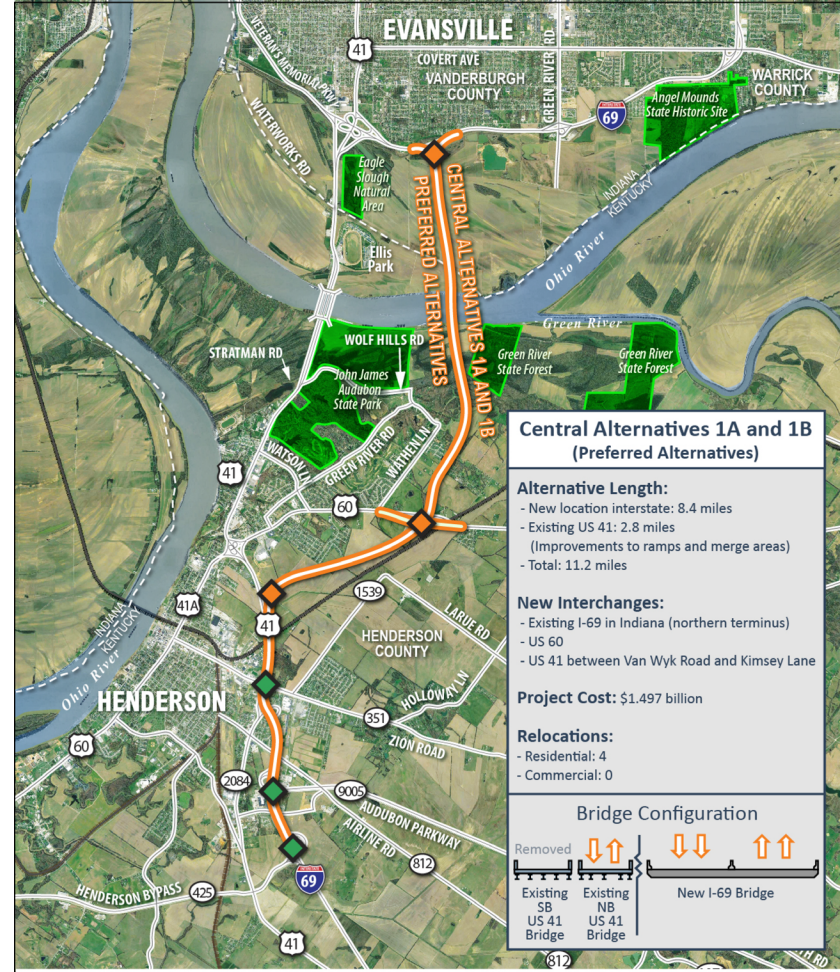
Central Alternative 1

- Central Alternative 1 is the preferred route for I-69 ORX
- 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
- Tolling options are the only difference between the two



Central 1A and 1B

- Build a 4-lane I-69 bridge
- US 41 northbound retained for two-way, local traffic
- 11.2 miles of interstate (8.4 miles of new roadway)
- Three new interchanges
- Improvements to three existing interchanges
- Maintain local access roads



Central 1A and 1B

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



Basis for Selection

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

35-year Cost Estimate

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



FINANCIAL FEASIBILITY



Cross-River Capacity

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



Retaining Northbound US 41 Bridge

- US 41 northbound being retained because of historic significance
- NB bridge opened in 1932; has historic significance because of how it was constructed and funded
- SB bridge opened in 1965; is only historic when paired with NB bridge
- Similar costs to rehabilitate and maintain either bridge



FINANCING AND FUNDING



Paying for I-69 ORX

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



Funding Gap



Expected Toll Revenue

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

Central Alternative 1A

\$2.6 billion = ***\$500 million***
40% of Upfront Capital Costs

Central Alternative 1B

\$1.2 billion = ***\$250 million***
20% of Upfront Capital Costs

Funding Gap

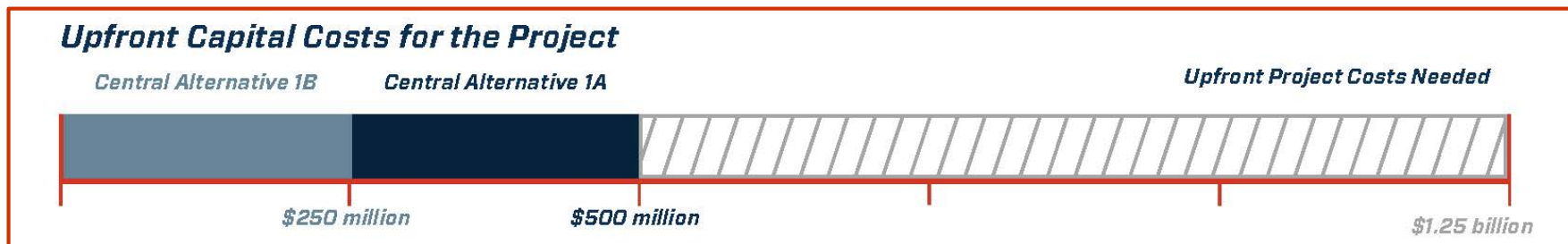
Must be filled by States'
traditional funding
sources or grants

\$750 million

\$1 billion

Funding Gap

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



Funding Timeline



LATE 2018

DEIS Published,
Preferred Alternatives
Identified



2019

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



LATE 2019

Final Environmental
Impact Statement,
Record of Decision



**OHIO RIVER
CROSSING**

TOLLING INFORMATION








Modern Tolling

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



Initial Louisville Toll Rates

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

Example

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

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

(EJ = low-income or minority populations)



Toll Policy

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



COMMENTS AND FEEDBACK



DEIS Public Hearings

- Monday, January 7 – Henderson
- Tuesday, January 8 – Evansville
- Formal public comment session will follow project presentation
- Maps, videos and stations to discuss alternatives and potential property impacts
- Project Team members available to answer questions
- Comments accepted through February 8, 2019



DEIS Community Conversations

Henderson

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

Evansville

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



View the DEIS

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



View the DEIS

Evansville/Indiana:

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

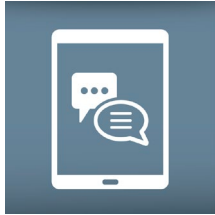
Henderson/Kentucky:

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

Ways to Submit Feedback



Public Hearings
(verbally or written)



**“Contact Us”
form on website**
(I69OhioRiverCrossing.com)



Email
(info@I69OhioRiverCrossing.com)



Mail

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

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



**Project
offices**



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

WHAT'S NEXT



What's Next

Now through February 8, 2019:

- Public comment period on DEIS

Spring/Summer 2019:

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

Fall 2019:

- FEIS and ROD



Stay in Touch

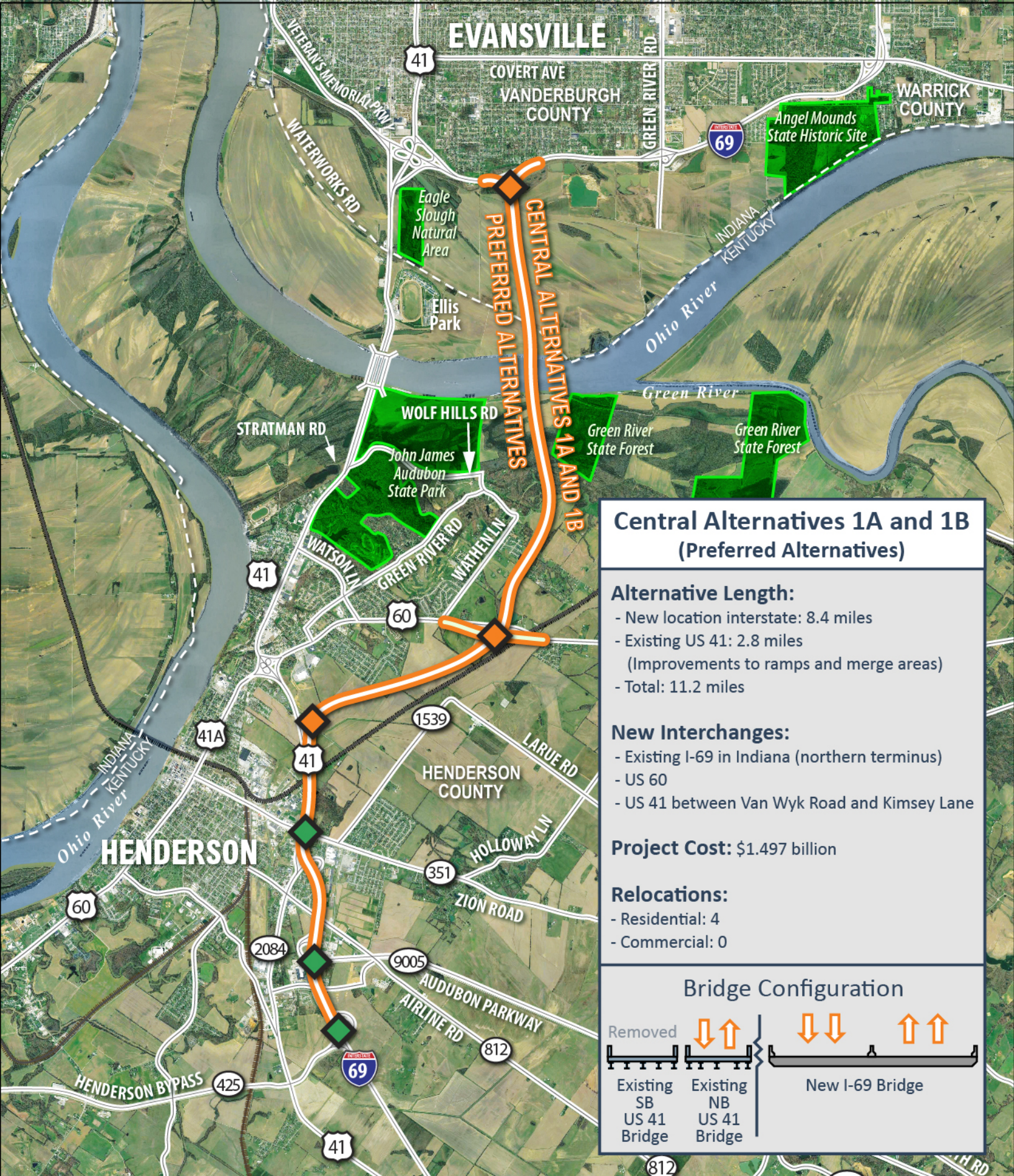
- **Email**
info@I69ohiorivercrossing.com
- **Website**
www.I69ohiorivercrossing.com
- **Facebook**
I-69 Ohio River Crossing
- **Twitter**
[@I69ORX](https://twitter.com/I69ORX)





**OHIO RIVER
CROSSING**

THANK YOU



Existing
Interchange
to Remain



Proposed Central
Alternatives 1A and 1B
Interchange



Preferred Alternatives
Central Alternatives 1A and 1B
Appendix C-5, page 190

0 0.5 1
Miles



December 2018

West Alternative 1

Alternative Length:

- New location interstate: 8.2 miles
- Existing US 41: 2.9 miles
(Improvements to ramps and merge areas)
- Total: 11.1 miles

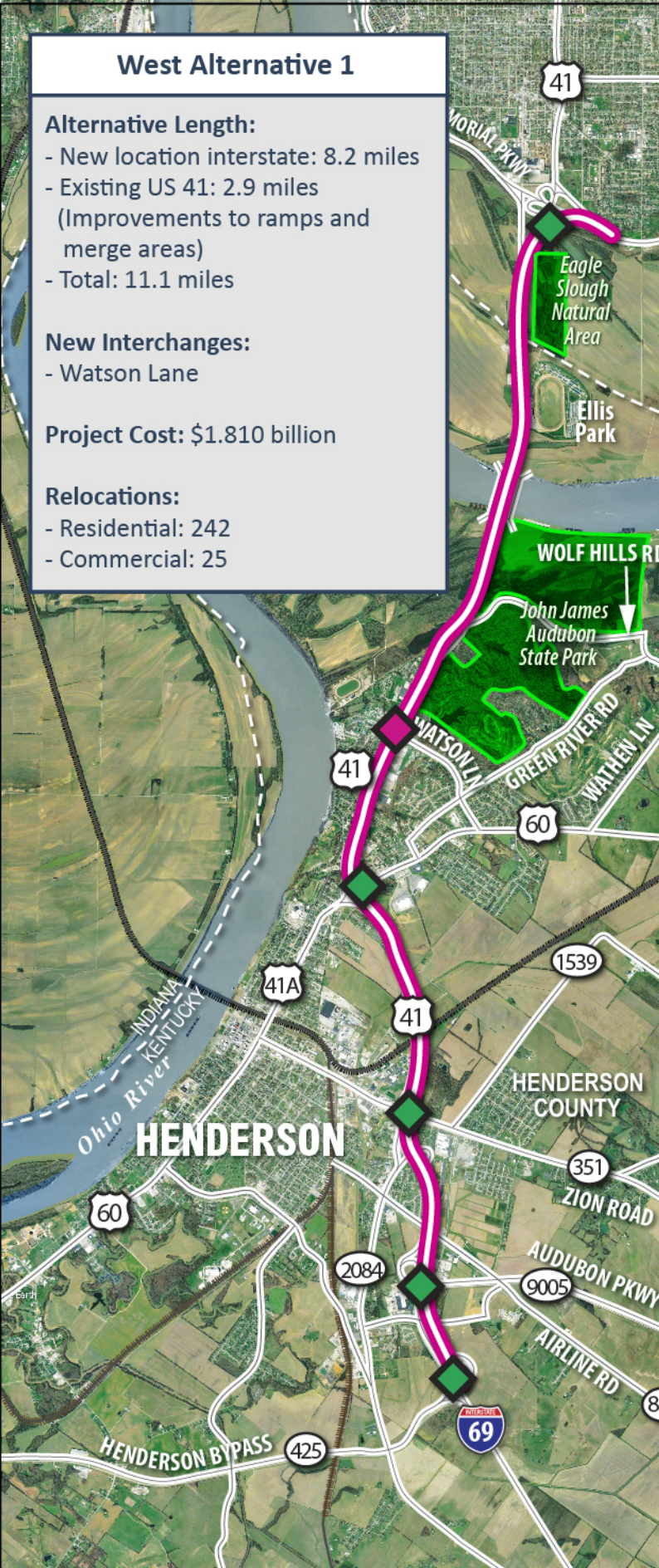
New Interchanges:

- Watson Lane

Project Cost: \$1.810 billion

Relocations:

- Residential: 242
- Commercial: 25



West Alternative 2

Alternative Length:

- New location interstate: 8.1 miles
- Existing US 41: 2.9 miles
(Improvements to ramps and merge areas)
- Total: 11.0 miles

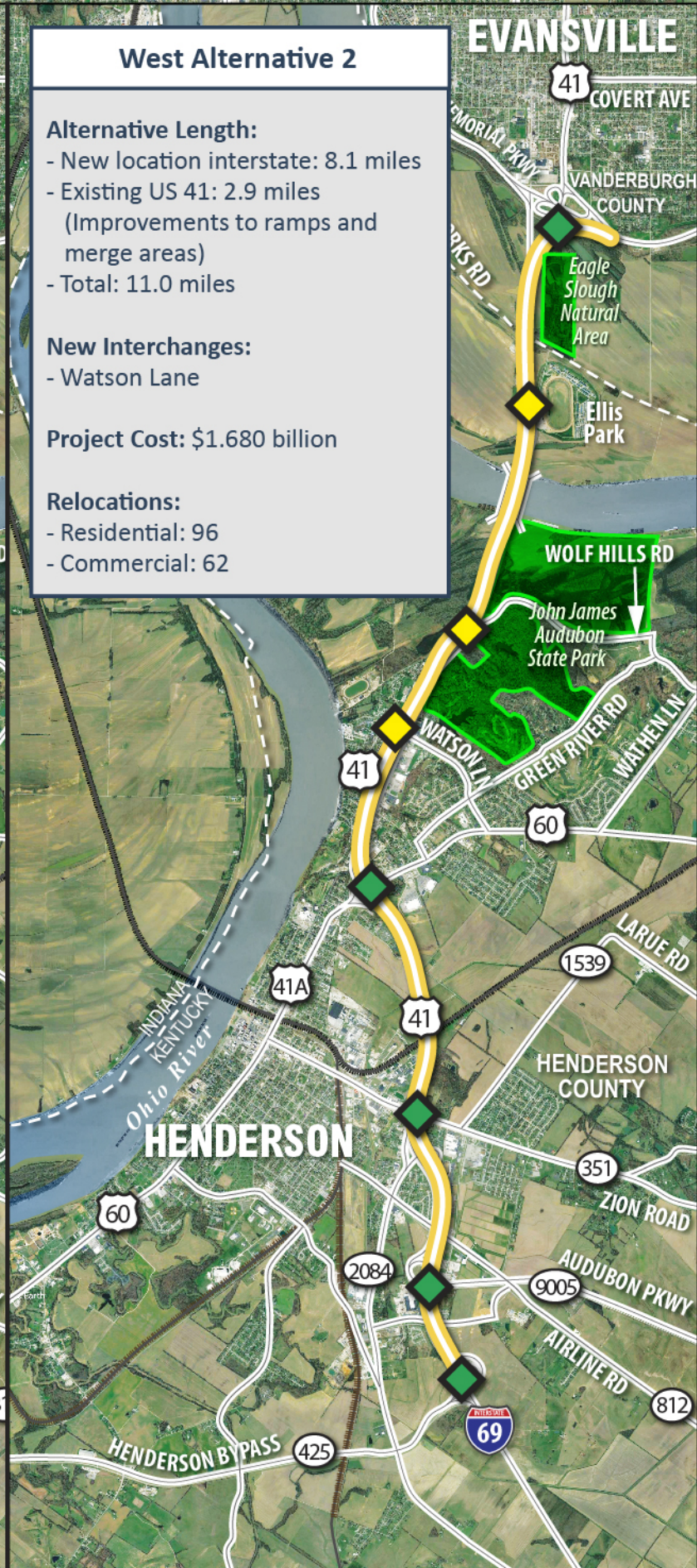
New Interchanges:

- Watson Lane

Project Cost: \$1.680 billion

Relocations:

- Residential: 96
- Commercial: 62



Proposed West
Alternative 1
Interchange

Proposed West
Alternative 2
Interchange

Existing
Interchange
to Remain



Preliminary
Alternatives
Considered

0 0.5 1
Miles



Appendix C-5, page 191

December 2018

Preferred Alternatives

Central Alternatives 1A and 1B: Two Tolling Options



The route, bridge location and lane configuration are identical for the two alternatives. Both include a 4-lane I-69 bridge and retain one US 41 bridge.

Central Alternative 1A

- Toll both I-69 bridge and remaining US 41 bridge

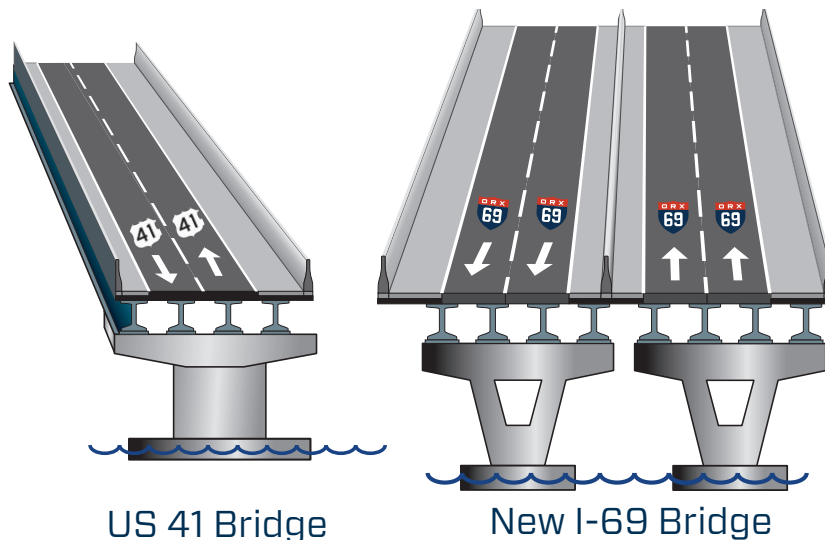
Central Alternative 1B

- Toll only the I-69 bridge

The tolling options are the only difference.

Central Alternatives 1A and 1B

- Build 4-lane I-69 bridge
- US 41 northbound bridge retained for two-way, local traffic
- 11.2 miles of new interstate
 - 8.4 miles of I-69 on new location
 - 2.8 miles of improvements to existing US 41 to meet interstate standards
- New interchanges
 - At existing I-69 in Indiana
 - At US 60
 - At existing US 41 south of Henderson between Van Wyk Rd. and Kimsey Ln.
- Improvements to three existing interchanges



Estimated Cost: \$1.497 billion*

\$200 million = Design, Right of Way, Mitigation, Procurement, Construction Inspection

\$807 million = Construction Cost, 2017 \$
(Includes Roadway, Bridge, Toll System, Utilities)

\$255 million = Construction Inflation
(Year-of-Expenditure dollars)

\$234 million = Roadway and Bridge Operations and Maintenance (O&M) (35 years)

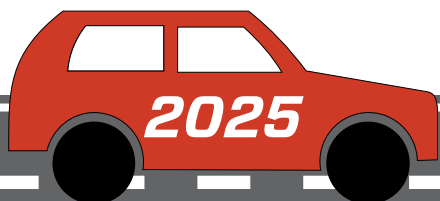


*Year-of-expenditure dollars. Also includes roadway and bridge operations for 35-years following completion of construction.

Basis for Selection of Preferred

- Fewest residential relocations (four relocations)
- No commercial relocations
- Cross-river redundancy
- Lowest total cost
- Fewest impacts to many sensitive natural resources:
 - Wetlands
 - Floodways
 - Managed lands
 - Streams

Central Alternative 1A or 1B could open to traffic as soon as 2025, assuming funding is identified soon after the Record of Decision.



Financial Feasibility

Financial feasibility is key to moving to construction. There was a similar environmental study in 2004 that identified a preferred alternative for an I-69 Ohio River Crossing, but it never reached a Record of Decision. No funding source was identified and the project stalled.

Traffic forecasts indicate six lanes of cross-river capacity are needed through 2045.

Providing more than six lanes of traffic would unnecessarily add to long-term operations and maintenance costs associated with major river crossings.

\$145 million is saved by removing one of the aging US 41 bridges from service.

Reducing project costs provides the greatest opportunity for the project to be financially feasible.

A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed.

Retaining US 41 Northbound Bridge

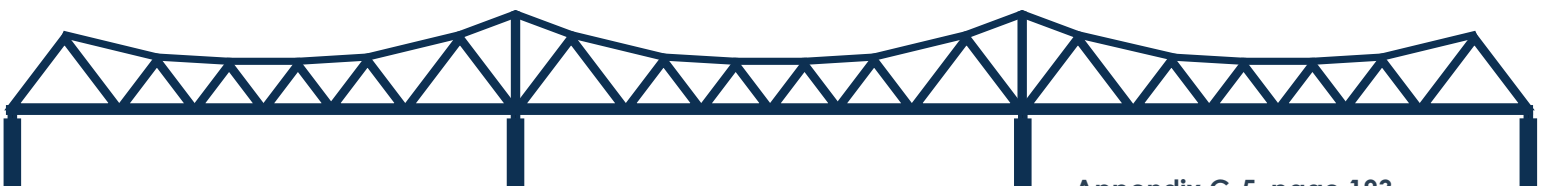
Because of its historic significance, the US 41 northbound bridge will be retained for two-way, local traffic.

The northbound bridge, which opened in 1932, has historic significance because of the way it was constructed and funded.

The southbound bridge, which opened in 1965, is only considered historic because of its association with the northbound bridge.

Both US 41 Bridges

- Can carry a lane of traffic in each direction
- Have similar costs to rehabilitate
- Provide cross-river redundancy
- Have similar costs to maintain



Financing and Funding

The decision on whether to recommend Central Alternative 1A or Central Alternative 1B will be based on continuing financial analysis, federal grant availability and comments received on the DEIS.

 Toll-backed financing

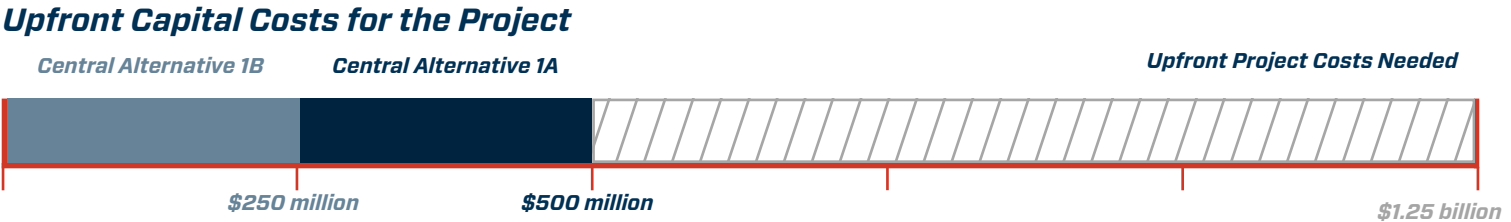
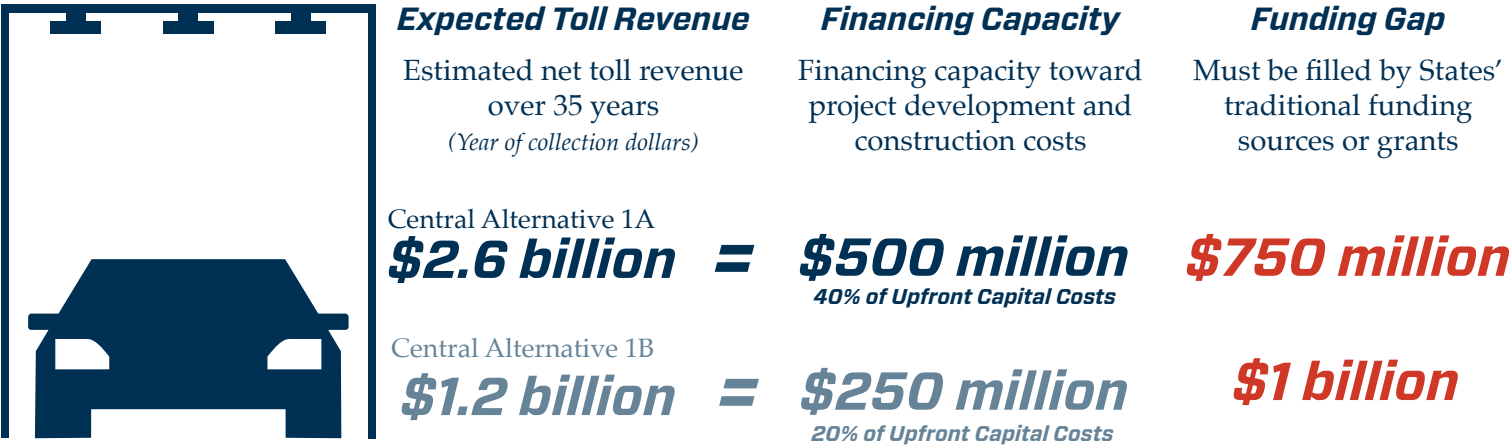
 Traditional funds

 + Available grant opportunities

The states will pursue grants and opportunities to reduce the amount of toll revenue and traditional funds needed. A decision on whether the US 41 bridge will be tolled will be made after additional financial studies and pursuit of funding opportunities.

Once a decision is reached, the public and agencies will be notified prior to publication of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

Toll revenue will be used to cover capital costs, debt service for the project and operations and maintenance of the project. Tolls will not cover all project costs.



- A bi-state body will establish toll policy (including rates) before construction begins.
- Tolling will be all-electronic tolling with no slowing and no stopping.
- Drivers with prepaid accounts and transponders will pay the lowest rates.

Possible Tolling Mitigation Strategies for EJ Populations if US 41 Bridge is Tolled

- Option of transponder purchase with cash
- Option to load transponders with cash
- Widespread availability of transponders

- Frequent-user/commuter card
- A reduced toll rate for verified low-income users on US 41 bridge

(EJ = Environmental Justice = low-income or minority populations)

Appendix C-5, page 194

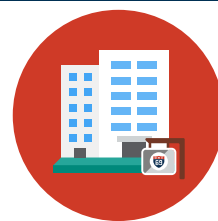
Draft Environmental Impact Statement (DEIS)

The DEIS summarizes the I-69 Ohio River Crossing project's study process, analysis and findings. It includes the basis for the selection of the preferred alternatives and mitigation measures proposed to address unavoidable impacts associated with the preferred alternatives.



• **Posted at I69ohiorivercrossing.com/DEIS**

**Copies available at several locations •
(complete list at I69ohiorivercrossing.com)**



Comments can be made:

**At public
hearings**

On Contact Us page
I69ohiorivercrossing.com

By email
info@I69ohiorivercrossing.com

By mail
(project office)

In person
(project office)



Office Hours During the Comment Period

Evansville office: Mondays, Tuesdays and Thursdays
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715
8 a.m. to 5 p.m. and by appointment

Henderson office: Tuesdays, Wednesdays and Fridays
1970 Barrett Ct., Ste. 100, Henderson, KY 42420
8 a.m. to 5 p.m. and by appointment

(Project offices will be closed Dec. 24 – Jan. 1.)

Henderson

Monday, Jan. 7

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

Public Hearings

5 to 8 p.m.

Presentation at 6 p.m.

Evansville

Tuesday, Jan. 8

Old National Events Plaza
Locust meeting rooms
715 Locust St.

Speakers can sign up at either hearing, and all comments will be recorded. Written comments can also be submitted.

**Now –
Feb. 8, 2019**

*Public comment
period to gather
feedback on the
DEIS*

2019

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

Late 2019

*Final Environmental Impact
Statement (FEIS) = States
confirm the preferred alternative*

*Record of Decision (ROD) =
Federal Highway Administration's
final approval of preferred
alternative*

The ROD allows the states, with the help of available federal funds, to move forward with design, land purchases and construction.

I-69 OHIO RIVER CROSSING DRAFT ENVIRONMENTAL IMPACT STATEMENT



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

WHERE TO FIND THE DEIS

The DEIS is posted at I69ohiorivercrossing.com/DEIS.

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

I-69 ORX Project Offices

Indiana

320 Eagle Crest Dr., Suite C
Evansville, IN

Kentucky

1970 Barrett Ct., Suite 100
Henderson, KY

Evansville Vanderburgh Public Library

Central Branch

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

East Branch

840 E. Chandler Ave.
Evansville, IN

McCollough Branch

5115 Washington Ave.
Evansville, IN

Henderson County Judge/Executive

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

Henderson Public Library

101 S. Main St.
Henderson, KY

Housing Authority of Henderson

111 South Adams St
Henderson, KY

INDOT Offices

Central Office

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

Vincennes Office

3560 S. US 41
Vincennes, IN

KYTC Offices

Central Office

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

District 2 Office

1840 N. Main St.
Madisonville, KY

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

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

PREFERRED ALTERNATIVES

The Indiana Department of Transportation and Kentucky Transportation Cabinet have identified the Central Alternative as the preferred route for the proposed I-69 Ohio River Crossing. The Draft Environmental Impact Statement (DEIS) identifies preferred alternatives with different tolling options. Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge. Central Alternative 1B would toll only the I-69 bridge.



1. What are your thoughts regarding Central Alternative 1?

2. How would the selection of Central Alternative 1 as the preferred route affect you/the group you represent? Why?

3. How would tolling both I-69 and US 41 affect you/the group you represent? Why?

4. How would tolling I-69, but providing US 41 as a toll-free option, affect you/the group you represent? Why?

5. What challenges do you anticipate with the preferred alternatives?

6. What is your reaction to potential tolling mitigation strategies? Other suggestions?

7. Did the presentation provide a clear understanding of the preferred alternatives, tolling options and next steps?

8. Did the presentation clearly explain the funding gap?

9. Did the presentation help you understand the work that will happen before a recommendation is made on either Central Alternative 1A or Central Alternative 1B?

10. Are there changes you would suggest for the presentation before the public hearings?

11. What recommendations do you have for sharing this information with the public?

12. What recommendations do you have for promoting the public hearings and getting feedback from the public?

13. What community groups might benefit from a Project Team presentation?

14. Do you have suggestions/questions for the Project Team?

MEETING MINUTES

Date: March 31, 2021
Time: 1 to 2 p.m.
Meeting: Joint RCAC/EJ Meeting 7
Location: Virtual via Microsoft Teams

Attendees:

Name	Organization
Brian Bishop	Henderson City-County Planning Commission
John Blair	Valley Watch
Chris Cooke	City of Evansville
William Corum	Bridgelink
Pam Drach	Evansville MPO
Jeff Hall	Ellis Park Race Course
Tim Hobbs	Community Baptist Church
Bob Koch	Koch Enterprises
Laurie Maudlin	Appian Advisors
Niles Rosenquist	Audubon Society
Syed Shokouhzadeh	Evansville MPO
David Smith	Daviess County
Steve Steiner	Henderson Community Schools
Rick Taylor	Kentucky Trucking Association
Jason Warren	Henderson Community College
Kenneth Woodruff	FHWA-IN
Michelle Allen	FHWA-IN
Ron Bales	INDOT
Daniel Corbin	INDOT
Tim Foreman	KYTC
Laura Hilden	INDOT
Jim Poturalski	INDOT
Eric Rothermel	FHWA-KY
Gary Valentine	KYTC
Nicole Ares	C 2 Strategic
Berry Craig	C2 Strategic
Mindy Peterson	C2 Strategic
Erin Pipkin	Compass Outreach Solutions
Dan Prevost	Parsons
Steve Nicaise	Parsons

- 1) Welcome and Introductions – The meeting began at 1:05 p.m. ET with 15 members and 15 Project Team members signed into the virtual meeting.
- 2) Project Update
 - a. Since the Draft Environmental Impact Statement (DEIS) was published in late 2018, all comments have been considered, additional analysis and value engineering have been conducted, a single preferred alternative has been identified and the States are identifying a financial path forward.
 - b. The single preferred alternative is Central Alternative 1B Modified.
 - i. It includes a four-lane I-69 bridge and retains the US 41 northbound bridge for two-way traffic. This provides cross-river capacity for the future in a fiscally responsible manner.
 - ii. Only traffic on the I-69 bridge will be tolled, which reduces economic impacts to traffic-dependent businesses along US 41. It allows local drivers to retain a free crossing via US 41.
 - iii. The alignment of I-69 is unchanged from the DEIS.
 - iv. It includes 11.2 miles of new interstate, of which 8.4 miles is on new terrain and 2.8 miles of US 41 is upgraded.
 - v. It is “modified” because of changes to interchanges, which improve operations and reduce project costs.
 - c. The DEIS had a 45-day comment period, during which the Project Team received 500+ comments on a variety of issues.
 - i. Most people:
 - (1) Agreed with selection of Central Alternative 1 corridor over West Alternative corridors
 - (2) Supported keeping US 41 crossing toll free
 - ii. Many people:
 - (1) Supported keeping both US 41 bridges operational and toll free
 - (2) Supported limitations on trucks on US 41
 - (3) Suggested a discounted or toll-free option for local drivers

3) ORX Sections 1 and 2

a. Section 1

- i. Focuses on improvements in Henderson and extends from KY 425 to US 60.
- ii. KYTC is overseeing the project.
- iii. Estimated cost: \$237 million (year of expenditure)
- iv. Timeline:
 - (1) 2020 – Design
 - (2) 2021 – Right-of-way acquisition and utilities coordination
 - (3) 2022-2025 – Construction

b. Section 2

- i. Bistate project between Kentucky and Indiana.
- ii. The new 4-lane Ohio River bridge will connect I-69 in Henderson and Evansville.
- iii. Estimated cost: \$975 million (year of expenditure)
- iv. Timeline:
 - (1) 2025 – Design
 - (2) 2026 – Right-of-way acquisition and utilities coordination
 - (3) 2027-2031 – Construction

4) Interchange Refinements

- a. Kentucky 351 – The DEIS identified very minor changes at KY 351. The Project Team has been collaborating with the City of Henderson and is proposing more substantial changes.
 - i. The loop ramp for northbound US 41 will be removed. There will be three roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection.
 - ii. It improves safety for vehicles and pedestrians and the reliability of interchange. The project team has been collaborating with the Henderson County Schools on this design.
 - iii. The direct ramps to KY 2084 south of the interchange will be closed to improve safety. The distance between the KY 2084 and KY 351 ramps was not long enough to meet interstate standards. Traffic will be routed to KY 351 or KY 425.

- iv. It provides gateway opportunities for the City of Henderson. Several streetscape elements will be added to improve the aesthetics of this area.
- v. A flyover video of the interchange was shared.
- b. US 41 Interchange
 - i. As part of Section 1 construction, both ramps have been designed as two-lane, free-flow ramps.
 - (1) Direct, free-flow access to the US 41 commercial corridor will be maintained until Section 2 construction is complete.
 - (2) Kimsey Lane will be realigned. It will connect to Van Wyk Road, which will be reconstructed as a rural roadway.
 - (3) Merrill Way Trail will be extended beyond Kimsey Lane and extended parallel down to Van Wyk Road.
 - ii. As part of Section 2 construction, the interchange will be realigned to support development goals for the City of Henderson. There will be a local connection to Kimsey Lane to the east, providing interstate connection to an area that currently has none.
- c. US 60 Interchange – There are very modest changes.
 - i. Continues to provide access to eastern part of Henderson County via a better connection to I-69. Ramps on the east side have been designed closer to the interchange.
 - ii. Extends 5-lane urban roadway through the interchange and across the new bridge over CSX Railroad as it is on Wathen Lane.
 - iii. Improves access to northeast quadrant of the interchange and Tillman Bethel Road.
- d. Detention Basin – Approximately 175 acres will meet three needs:
 - i. It will address project stormwater needs.
 - ii. It will provide fill material for construction.
 - iii. It will help alleviate existing flooding issues downstream of the project area.
- e. Veterans Memorial Parkway
 - i. The current concept provides a more direct connection for traffic coming from the west and continuing on I-69 north. The 1-mile loop ramp would be replaced with a signalized intersection for two ramps at northbound I-69 toward downtown, reducing overall travel time.

- ii. Because it's a floodway, those ramps would have been bridges. This reduces impacts to the floodway and is more cost-effective.

5) Next Steps

- a. The Project Team is wrapping up the environmental study for the project with the FEIS and ROD expected this fall.
- b. Kentucky expects to start construction on Section 1 next year.
- c. INDOT and KYTC continue to look for ways to accelerate Section 2.
- d. A virtual public meeting is scheduled for April 1 at 6 p.m. Details and registration information are available on the project website.

6) Group Discussion and Questions

Since the US 41 bridge will be toll-free, what percent of traffic do you think will use the new bridge?

Current forecasts estimate that, in 2045, 51,000 vehicles would cross the river each day with about 50% using the US 41 bridge. A traffic and revenue study will be conducted within a year of financing.

How can bicyclists and pedestrians cross the river?

There is access now via the US 41 bridge, although it is not a designated area on the bridge. This access will continue after construction.

7) Closing – The meeting adjourned at 1:45 p.m.

I-69 OHIO RIVER CROSSING

Preferred Alternative: Central Alternative 1B Modified

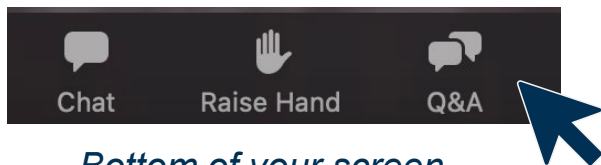
Dan Prevost, I-69 ORX Environmental Lead

Mindy Peterson, I-69 ORX Public Involvement

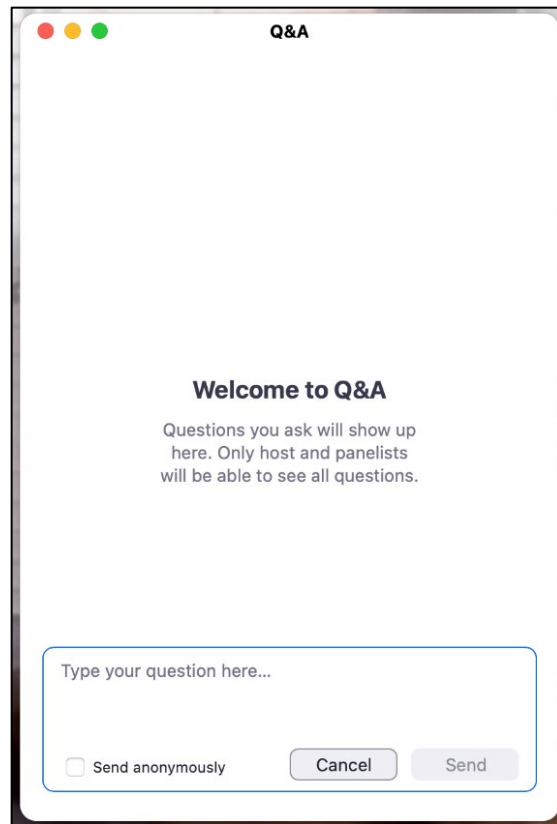


Welcome

- Only the Project Team has cameras and mics on
- Use the Q&A function in the black bar to submit a question or make a comment
- Questions or comments can be entered at any time during the presentation
- Moderator will pose questions following the presentation



Bottom of your screen



Q&A Popup Window



Project Update

- Overview
- Single Preferred Alternative
- ORX Sections 1 and 2
- Interchange Refinements
- Next Steps
- Comment Period



OVERVIEW

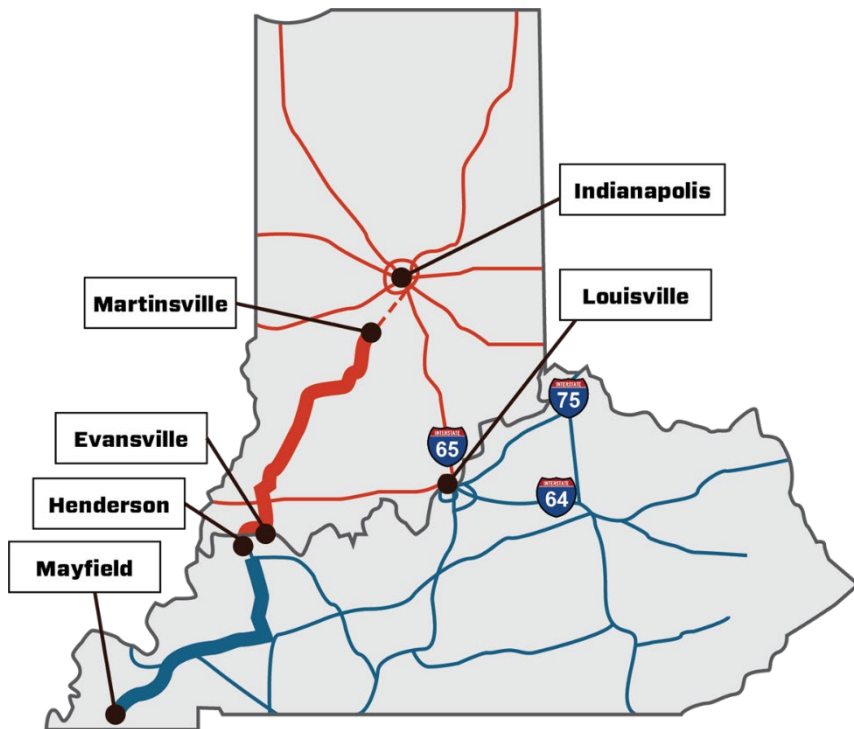


I-69: A New Interstate Connection

- When complete, I-69 will serve as a new north-south interstate connection from Canada to Mexico
- IN: Work is underway on the final section of I-69 from Evansville to Indianapolis
- KY: Upgraded 100+ miles of parkway with 126 miles of I-69 in place



I-69: KY and IN Progress



KENTUCKY INVESTMENT

100+ miles of parkway
upgraded with 126 miles of
I-69 in place

Mayfield to Henderson



INDIANA INVESTMENT

Miles complete: 116

Evansville to Martinsville

Miles under construction: 26

Martinsville to Indy

Purpose and Need

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

PURPOSE OF THE CROSSING



Improve Safety



Reduce Congestion



Improve Mobility

What's Been Happening

- All comments have been considered
- Additional analysis and value engineering
- Identifying a single preferred alternative
- IN and KY identifying a financial path forward



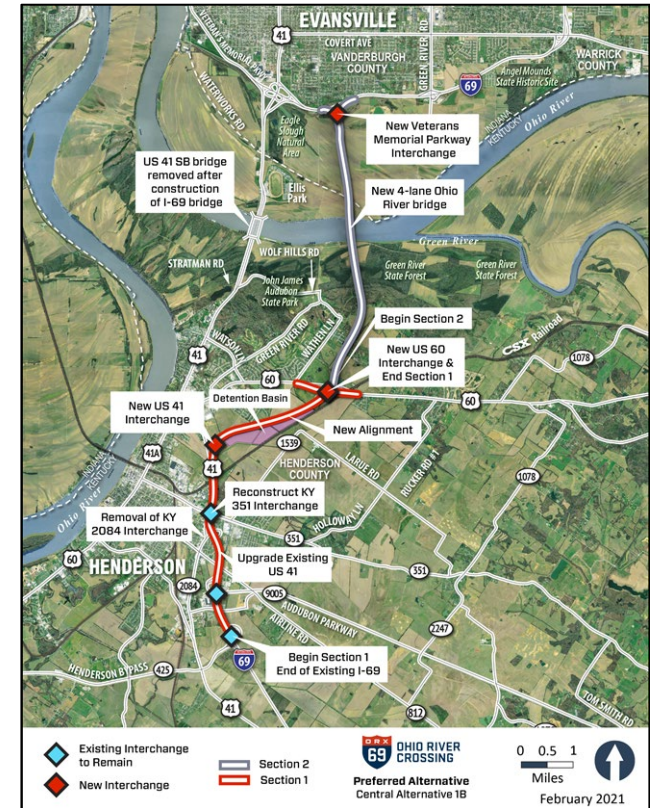
Where We Were

- Two preferred alternatives identified in the DEIS (December 2018)
- Tolling options were the only difference
- Central Alternative 1A
 - Toll both the I-69 bridge and US 41 bridge
- Central Alternative 1B
 - Toll only the I-69 bridge



Where We Are

- Central Alternative 1B Modified
 - Build 4-lane I-69 bridge and retain US 41 NB bridge for two-way traffic
 - Toll only the I-69 bridge
 - Alignment of I-69 is unchanged from the DEIS

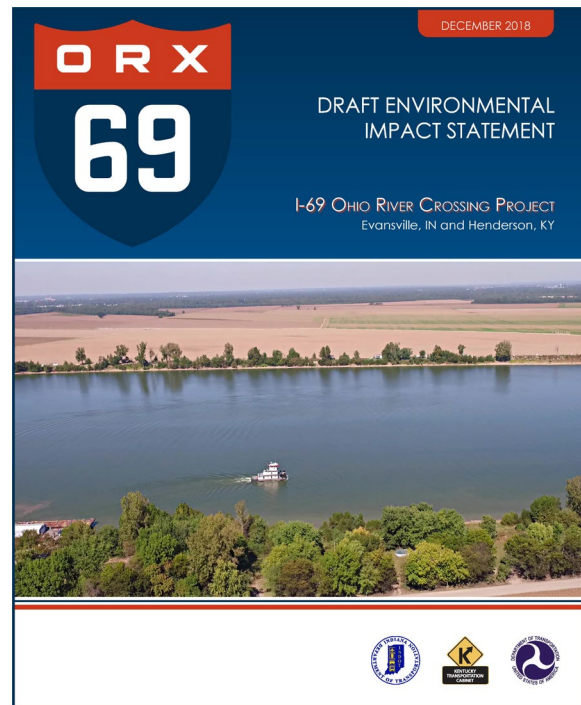


SINGLE PREFERRED ALTERNATIVE



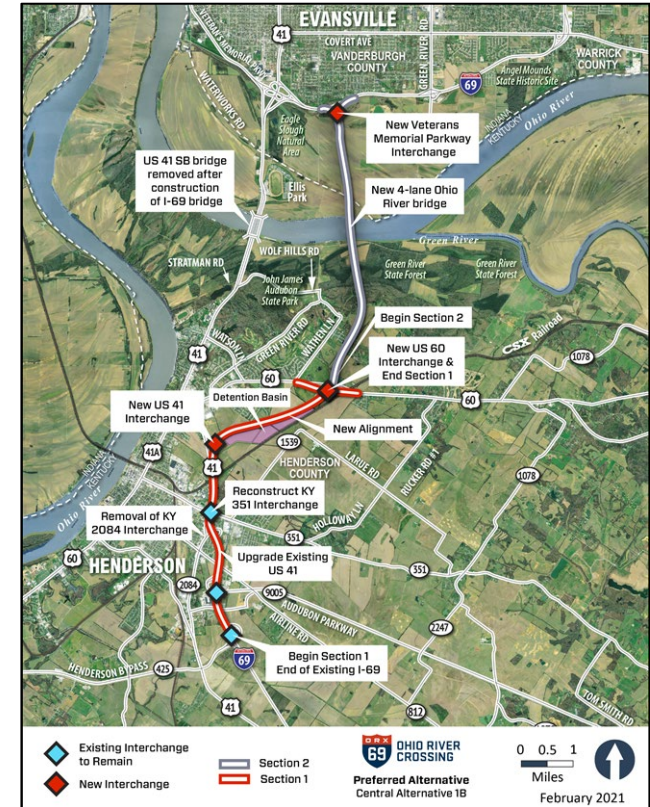
Comments on DEIS

- Most people:
 - Agreed with Selection of Central Alternative 1 corridor over West Alternative corridors
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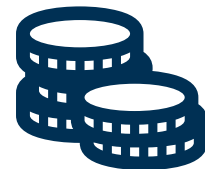
Single Preferred Alternative

- 11.2 miles of new interstate
 - 8.4 miles on new terrain
 - 2.8 miles of upgrades to US 41
- “Modified” because of changes to interchanges
- Additional design work has resulted in modifications to each of the interchanges
 - Improved operations
 - Reduced project costs



Basis for Selection

- Provides cross-river capacity for future traffic demands in a fiscally responsible manner
- Reduces economic impacts to traffic-dependent businesses along US 41 strip
- Local drivers retain free crossing option with remaining US 41 bridge



I-69 ORX SECTIONS 1 AND 2

ORX is divided into two sections for construction



I-69 ORX Section 1

- **Section 1** focuses on improvements in Henderson and extends from KY 425 to US 60
- KYTC is overseeing the project
- Estimated cost: \$237 million (Year of Expenditure)



I-69 ORX Section 2

- **Section 2** is a bistate project between Kentucky and Indiana
- The new 4-lane Ohio River bridge will connect I-69 in Henderson and Evansville
- Estimated cost: \$975 million (Year of Expenditure)





Project Timeline

ORX Section 1	
2020	Design
2021	Right of Way and Utilities Coordination
2022 – 2025	Construction

ORX Section 2	
2025	Design
2026	Right of Way and Utilities Coordination
2027 – 2031	Construction

INTERCHANGE REFINEMENTS



KY 351 Interchange

- New roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection
- Improves safety and reliability of interchange
- Direct ramps to KY 2084 closed to improve safety
- Gateway opportunities for Henderson



US 41 Interchange (Section 1)



- Merrill Way Trail extended
- Direct, free-flow access to US 41 commercial corridor maintained
- Realign Kimsey Lane

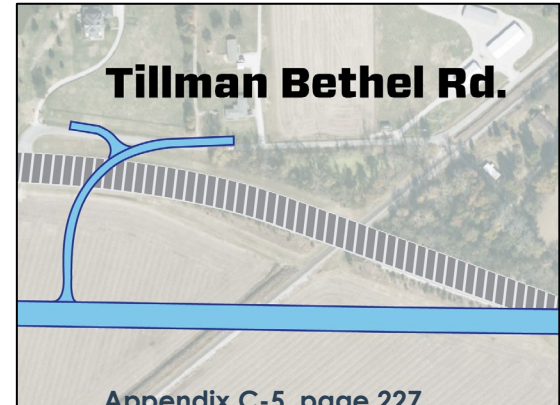
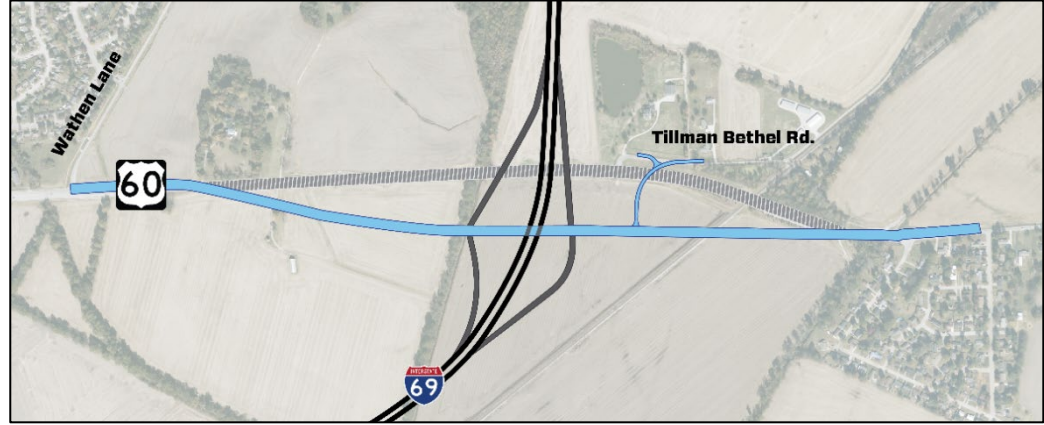
US 41 Interchange (Section 2)



- Interchange modified with completion of Ohio River bridge
- Supports local development goals

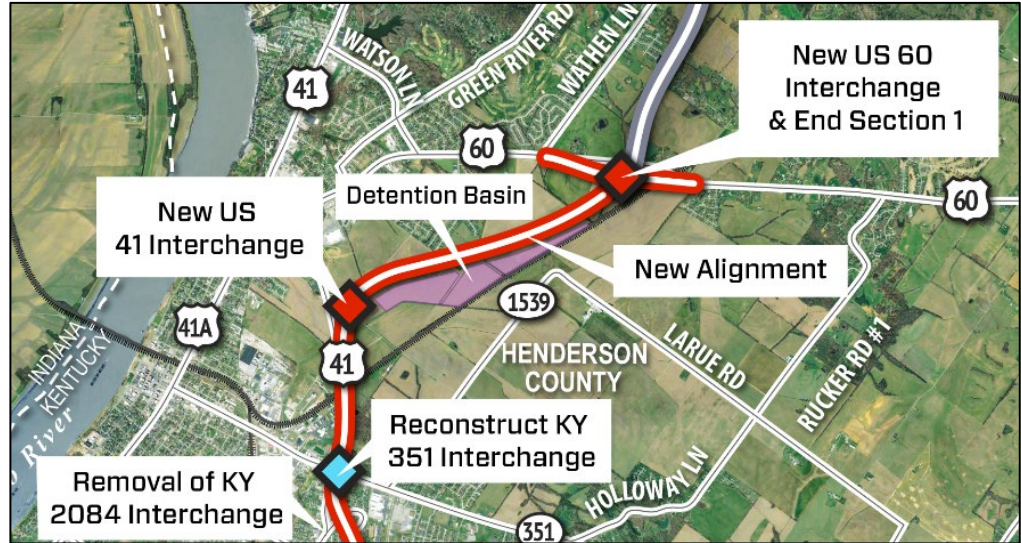
US 60 Interchange

- Continues to provide access to eastern part of Henderson County
- Extends 5-lane urban roadway through interchange
- Improves access to NE quadrant of interchange and Tillman Bethel Road



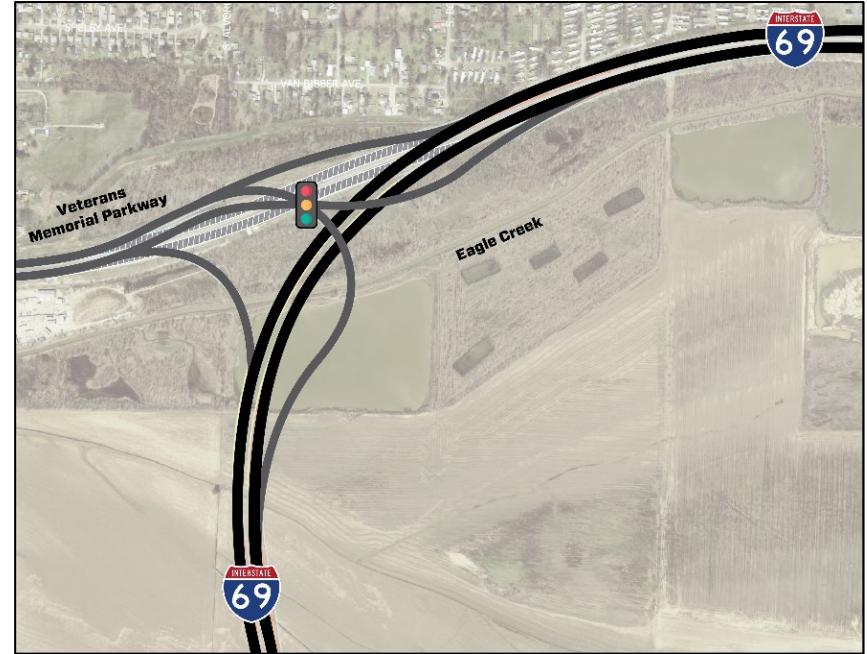
Detention Basin

- Large stormwater detention basin
- Addresses project stormwater needs and existing downstream flooding concerns
- Provides fill material for construction



Veterans Memorial Parkway Interchange

- More direct connection for traffic from downtown Evansville
- Reduced impacts to floodplain



NEXT STEPS



Next Steps

- Final Environmental Impact Statement (FEIS) published identifying the preferred alternative
- Record of Decision (ROD) is Federal Highway approval of the selected alternative



Look Ahead

- FEIS and ROD expected in fall 2021
- Initial financial plan and project management plan to be developed
- Construction of Section 1 to begin in 2022
- States will seek opportunities to accelerate Section 2 timeline

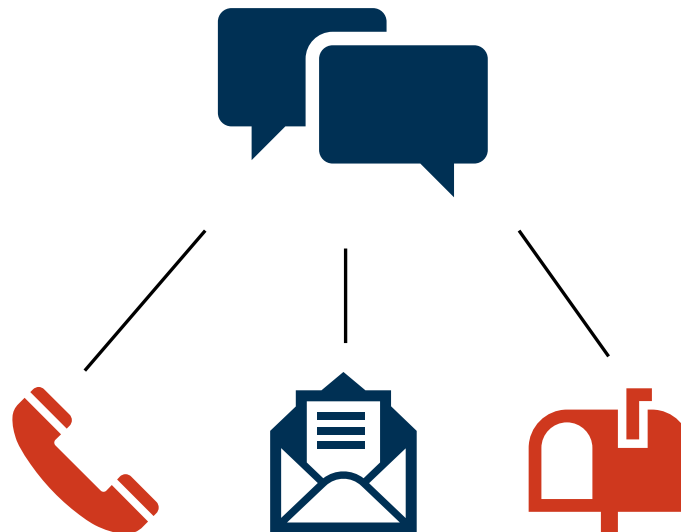


COMMENT PERIOD



Comment Period

- Comments are being accepted on the preferred alternative, Central Alternative 1B Modified
- 15-day comment period runs through **April 16, 2021**
- Comments can be received by phone, by email and by mail





Share Your Feedback



Call 888-515-9756



Email comments to:

info@I69OhioRiverCrossing.com



Mail comments to:

**1970 Barrett Court, Suite 100
Henderson, KY 42420**



Follow Our Progress



I69OhioRiverCrossing.com



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



OHIO RIVER CROSSING

