

# APPENDIX C-11

## Single Preferred Alternative Comments and Responses

This appendix provides responses to comments submitted on the Draft Environmental Impact Statement (DEIS) in accordance with 40 CFR 1503.4. Each comment that was submitted was assigned a specific Document Number (e.g., Document #51), followed by a sequential numerical ID for each separate comment within the submittal. For example, “51-2” would be the second comment in Document Number 51. The project team carefully reviewed each comment and compiled similar comments into broad subject matter referred to as Comment Categories (e.g., Alternatives) for response. Each Comment Category was assigned a Comment Code (e.g., Comment Code A for the Alternatives Comment Category). An alphanumerical code was also assigned to each Comment Code based on the number of different comments that fall under each Comment Category (e.g., A1, A2, etc.), for which specific responses are provided in this appendix. Using the previous example, if the second comment in Document #51 was assigned to the first Alternatives Comment Category, the comment would be labeled “51-2 A1”.

Table 1 provides an index to match a specific commenter to their verbatim comments and responses. Table 2 provides a summary of each comment with corresponding responses. Note that the Comment Codes established for the DEIS (see Appendix C-10) were used as a basis for the Single Preferred Alternative; new Comment Codes are noted with a “NEW” in Table 2, and those that were not needed were removed.

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**Table 1. Index of Single Preferred Alternative Comments and Responses**

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
2000	EGE	N/A	Resident/Individual	457	162	S11
Akerhielm	Rob	N/A	Resident/Individual	412	118	S11
Ashby	Emily	N/A	Resident/Individual	391	96	S11
Auberry	Amy	N/A	Resident/Individual	413	119	S11
Baer	Jordan	N/A	Resident/Individual	330	32	A1, J11, S1, S16, S14
Bailey	Wilma	N/A	Resident/Individual	414	120	S2
Baker	Ann	N/A	Resident/Individual	438	143	S2
Bawcum	John	N/A	Resident/Individual	392	97	S11
Berclaw	William	N/A	Resident/Individual	333	34	K7
Blair	John	N/A	Resident/Individual	323	25	B1, S11
Block	Ida	N/A	Resident/Individual	335	36	B21, K9
Block	Ida	N/A	Resident/Individual	453	158	B1
Bosma	Scott	N/A	Resident/Individual	394	99	S11
Bower	Glenna	N/A	Resident/Individual	439	144	S11
Broom	Nathan	N/A	Resident/Individual	431	137	S11
Buckholz	Anna	N/A	Resident/Individual	416	112	S11
Bullington	Nicholas	N/A	Resident/Individual	477	182	S11
Burger	Steve	N/A	Resident/Individual	336	37	K10
Burton	Marty	N/A	Resident/Individual	417	123	S11
Buthod	Jayne	N/A	Resident/Individual	440	145	S11
Calbert	Jennifer	N/A	Resident/Individual	456	161	A2, O2
Carter	Ashley	N/A	Resident/Individual	395	100	S11

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Caviston	Jacki	N/A	Resident/Individual	418	124	S11
Cocco	Richard	N/A	Resident/Individual	338	38	B21
Cummings	Don	N/A	Resident/Individual	397	102	S11
Davis	Gary	N/A	Resident/Individual	454	159	S11
Davis (2)	Gary	N/A	Resident/Individual	455	160	S11
Dolle	Susan	N/A	Resident/Individual	419	125	S11
Donnelly	Michael	N/A	Resident/Individual	420	126	S11
Drennan	Tom	N/A	Resident/Individual	370	75	S11
Earles	Darald	N/A	Resident/Individual	341	48	B24, L2
Earley	David	N/A	Resident/Individual	398	103	S11, S1
Emmrich	Mary	N/A	Resident/Individual	399	104	S11
Endress	Michael	N/A	Resident/Individual	458	163	S11
Epperson	Andrew	N/A	Resident/Individual	400	105	S11
Ferrell	Richard	N/A	Resident/Individual	401	106	S11
Fine	Gary	N/A	Resident/Individual	421	127	S11
Gange	James	N/A	Resident/Individual	402	107	S11
Gardner	Tim	N/A	Resident/Individual	467	172	S3
Garlits	Jim	N/A	Resident/Individual	385	89	S11
Gearhart	Cathy	N/A	Resident/Individual	422	128	S11
Geil	Andrew	N/A	Resident/Individual	371	76	S11
Gerhart-Fritz	Kimberly	N/A	Resident/Individual	403	108	S11, S14, S18
Geuss	Kenneth	N/A	Resident/Individual	461	166	B1
Girten	Travis	N/A	Resident/Individual	432	138	S11
Gleim	Walter	N/A	Resident/Individual	365	70	B8, A16
Globokar	Julie	N/A	Resident/Individual	372	77	S11

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Griffin	James	N/A	Resident/Individual	423	129	S11
Griffith	David	N/A	Resident/Individual	386	90	A27, I12, O4
Hamlin	Mary	N/A	Resident/Individual	442	147	S11
Hartmann	Andrew	N/A	Resident/Individual	387	91	S11
Hatchett	David	N/A	Resident/Individual	343	51	B24
Hatlestad	Mark	N/A	Resident/Individual	388	92	S11
Hess	Mary	N/A	Resident/Individual	443	148	S11
Hoda	Deborah	N/A	Resident/Individual	345	52	B24
Hofman	Petra	N/A	Resident/Individual	373	78	S11
Hollowell	Julie	N/A	Resident/Individual	469	174	S11
Hoover	Martin	N/A	Resident/Individual	328	28	G11
Isralewitz	Barry	N/A	Resident/Individual	374	79	S11
Jones	Susan	N/A	Resident/Individual	375	80	S11
Kestle	L.M.	N/A	Resident/Individual	424	130	S11
Knight	Matthew	N/A	Resident/Individual	404	109	S11
Krocker Stier	Krystal	N/A	Resident/Individual	470	175	S11
Lichlyter	Daniel	N/A	Resident/Individual	471	176	S11
Lipka	David	N/A	Resident/Individual	347	53	E2, F1, B24
Lossner	Alan	N/A	Resident/Individual	326	26	A26
Luman	Mitch	N/A	Resident/Individual	405	110	S11, S17
Manuel	Russ	N/A	Resident/Individual	376	81	S11
Mary	Steve	N/A	Resident/Individual	348	54	F1
Mason	Antonio	N/A	Resident/Individual	366	71	R3, L2
Mattingly	Catherine	N/A	Resident/Individual	476	181	S1
McCoy	Lester	N/A	Resident/Individual	349	55	L3
McDowell	Amy	N/A	Resident/Individual	350	56	K14, M4
McPherson	Wendy	N/A	Resident/Individual	351	57	P4

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Miller	Theodore	N/A	Resident/Individual	352	58	O1, K11
Miller	Anne	N/A	Resident/Individual	425	131	S11
Miller	Megan	N/A	Resident/Individual	468	173	S11
Moore	Marilyn	N/A	Resident/Individual	433	139	S11
Neddo	Leon	N/A	Resident/Individual	426	132	S11
Nelson	Donna	N/A	Resident/Individual	353	59	B24
Novak	Georgia	N/A	Resident/Individual	427	133	S11
O'Daniel	Sean	N/A	Resident/Individual	354	60	K10
O'Russa	Neal	N/A	Resident/Individual	355	61	K15
Pagliaro	Daniel	N/A	Resident/Individual	367	72	R3
Parker	Sarah	N/A	Resident/Individual	377	82	S11
Parrish	Monty	N/A	Resident/Individual	356	62	I3
Patel	Mike	N/A	Resident/Individual	462	167	O3, B24
Pineda	Victoria	N/A	Resident/Individual	378	83	S11
Pinnick	James	N/A	Resident/Individual	406	111	S11
Powell	Adriane	N/A	Resident/Individual	379	84	S11
Pullam	Velma	N/A	Resident/Individual	428	134	I11, B1
Quyle	Jeffrey	N/A	Resident/Individual	429	135	S11
Ristine	Jill	N/A	Resident/Individual	445	150	S2
Rowe	Jess	N/A	Resident/Individual	389	93	S11
Rusche	Herman	N/A	Resident/Individual	368	73	B7
Santucci	Jane	N/A	Resident/Individual	430	136	S11
Schmenner	Barbie	N/A	Resident/Individual	446	151	S11
Schumacher	Thomas	N/A	Resident/Individual	447	152	S11
Schutz	Lori	N/A	Resident/Individual	472	177	S11
Scott	Judd	N/A	Resident/Individual	460	165	S15, B1
Septer	David	N/A	Resident/Individual	358	63	P4

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Septer	David	N/A	Resident/Individual	380	85	P4
Shade	Jared	N/A	Resident/Individual	408	113	S11
Simms	Paul	N/A	Resident/Individual	463	168	S11
Statham	Anne	N/A	Resident/Individual	448	153	S11
Stewart	Mike	N/A	Resident/Individual	381	86	S11
Stockfleth	Donald	N/A	Resident/Individual	473	178	S11
Stumph	Rob	N/A	Resident/Individual	329	29	M4
Subscriber	Textedly	N/A	Resident/Individual	464	169	B3
Subscriber2	Textedly	N/A	Resident/Individual	465	170	B21
Vanzant	Sharon	N/A	Resident/Individual	359	64	K12
Wall	Brandi	N/A	Resident/Individual	474	179	S11
Walters	Bayard	N/A	Resident/Individual	361	66	K13
Warren	John	N/A	Resident/Individual	362	67	H34
Wedding	Larry	N/A	Resident/Individual	369	74	B24
Wells	Edward	N/A	Resident/Individual	390	94	L3, K10
Wickes	Steve	N/A	Resident/Individual	435	140	S11
Williams	Tom	N/A	Resident/Individual	363	68	S10
Williams	Phillip	N/A	Resident/Individual	436	141	S11
Williams	Thomas	N/A	Resident/Individual	437	142	S11, S18
Williamson	Alan	N/A	Resident/Individual	410	116	S11
Woolard	Barb	N/A	Resident/Individual	449	154	S11
Yerkeson	Doug	N/A	Resident/Individual	450	155	S11
Young	Crystal	N/A	Resident/Individual	411	117	S11
Zalenski	Cheryl	N/A	Resident/Individual	382	87	S11
Zollinger	Derek	N/A	Resident/Individual	364	69	S11
Zollinger	Derek	N/A	Resident/Individual	451	156	S11
	Ivan	N/A	Resident/Individual	475	180	B7

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Barnett	Bobby	WFIE-DT	Business	331	33	P4
Bies	Diane	Evansville Bicycle Club	Organization	393	98	S11
Bradley	Daniel	Riverscape Trails Committee	Organization	415	121	S11
Burnley	Ben	Friends of Green River National Wildlife Refuge	Organization	478	183	A3, E4, E61, E62, K16
Christian	Mychelle	Evansville Trails Coalition	Organization	396	101	S11
Cooley	Caroline	Bike Walk Tennessee	Organization	441	146	S11
Davis	Gary	Indiana Trails	Organization	339	39	S11, S12
Haislip	Susan	Sycamore Land Trust	Organization	342	50	E60
Hess	Mary	Southwestern Indiana Citizens for Quality of Life	Organization	327	27	S11
Irwin	Kim	Indiana Public Health Association	Organization	459	164	S11, S18
Simmons	Dave	Ride Illinois	Organization	384	88	S11
Van Hook	Lorie	Evansville Trails Coalition	Organization	409	114	S14, S11
Vonnegut	Richard	Indiana Trails	Organization	360	65	S10, S13
		Ohio River Scenic Byway	Organization	444	149	S11
		Bridgeline	Organization	452	157	K10
Bishop	Brian	Henderson County Planning Commission	Local Government	334	35	K8
Ritchie	Dawn	City of Fort Wayne	Local Government	407	112	S2
Willett	Tammy	City of Henderson	Local Government	466	171	R1
Wolff	Brian	Indiana Department of Environmental Management	State Agency	483	185	E63, T10
Baldrige	David	US Army Corps of Engineers	Federal Agency	484	188	E64
Kajumba	Ntale	US EPA	Federal Agency	486	191	E66
Stone	C. Gregory	Natural Resources Conservation Service	Federal Agency	485	190	E65

**Table 2. Summary of Single Preferred Alternative Comments and Responses**

<b>Comment Code (Number of Commenters)</b>	<b>Comment Category</b>
<b>A</b>	<b>Alternatives</b>
A1 (1)	<p><b>Comment</b> Support the project/new I-69 bridge</p> <p><b>Response</b> <i>Comment noted.</i></p>
A2 (1)	<p><b>Comment</b> Support the Central Alternative</p> <p><b>Response</b> <i>Comment noted.</i></p>
A3 (1)	<p><b>Comment</b> Support Central Alternative 1B</p> <p><b>Response</b> <i>Comment noted.</i></p>
A16 (1)	<p><b>Comment</b> If the new bridge is four lanes, close the existing southbound bridge and keep the existing northbound bridge open (without tolls), and make it two-way traffic, however, restrict it to passenger vehicle and light trucks to avoid widening and reduce weight on the existing structure, which should eliminate the upgrade costs and lower future maintenance.</p> <p><b>Response</b> <i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes a new four-lane I-69 bridge, closing the southbound US 41 bridge, and keeping the existing northbound US 41 bridge for two-way traffic with no tolls. There are currently no plans to restrict trucks on the US 41 bridge.</i></p>
A26 (1)	<p><b>Comment - NEW</b> Why not run I-69 along I-64 East until you get to US 231? This route could then run toward Owensboro and you'd have a new bridge over the Ohio at Rockport. I-69 then would run over US 60 until joining I-69 (Audubon Parkway) to Henderson. This would bypass Henderson but would save lots of money.</p> <p><b>Response</b> <i>This option would not meet the project's purpose and need as defined in Chapter 2 of the FEIS. It would divert through traffic more than 25 miles east of the existing US41 bridges and increase the through-traffic distance by more than 50 miles. As a result, less traffic would use this route and more traffic would remain on the existing US 41 bridge. In addition, more than 30 miles of US 231, including the bridge over the Ohio River, does not meet interstate design standards and would need to be reconstructed. Finally, because it would bypass Evansville and Henderson, it would have greater impacts to local businesses.</i></p>
A27 (1)	<p><b>Comment - NEW</b> Support Central Alternative 1B Modified</p> <p><b>Response</b> <i>Comment noted.</i></p>



Comment Code (Number of Commenters)	Comment Category
B	Bridges – Existing US 41
B1 (5)	<p><b>Comment</b> Support retaining both US 41 bridges with no tolls for one or more of the following reasons:</p> <ul style="list-style-type: none"> <li>• A single US 41 bridge would increase traffic congestion and reduce safety.</li> <li>• A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance.</li> <li>• A single US 41 bridge with tolls would result in economic impacts to the US 41 commercial strip in Henderson.</li> <li>• Tolling all cross-river traffic would be a financial burden to residents and low-income people.</li> <li>• The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</li> </ul> <p><b>Response</b> <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <li>• It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</li> <li>• It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</li> <li>• The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</li> </ul> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>
B3 (1)	<p><b>Comment</b> Support Central Alternative 1B but would like both US 41 bridges to remain open with no tolls for one or more of the following reasons:</p> <ul style="list-style-type: none"> <li>• A single US 41 bridge would increase traffic congestion and reduce safety.</li> <li>• A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance.</li> <li>• A single US 41 bridge with tolls would result in economic impacts to the US 41 commercial strip in Henderson.</li> <li>• Tolling all cross-river traffic would be a financial burden to the residents and low-income people.</li> </ul>

Comment Code (Number of Commenters)	Comment Category
	<p><b>Response</b></p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <li><i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i></li> <li><i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i></li> <li><i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i></li> </ul> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>
B7 (2)	<p><b>Comment</b></p> <p>Support retaining both US 41 bridges for one or more of the following reasons:</p> <ul style="list-style-type: none"> <li>A single US 41 bridge would increase traffic congestion and reduce safety.</li> <li>A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance.</li> <li>A single US 41 bridge would result in economic impacts to the US 41 commercial strip in Henderson.</li> </ul> <p><b>Response</b></p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <li><i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i></li> <li><i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i></li> <li><i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i></li> </ul> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>

Comment Code (Number of Commenters)	Comment Category
B8 (1)	<p><b>Comment</b></p> <p>Why retain the older historic US 41 bridge and not the newer US 41 bridge that's in better condition? Can the old US 41 bridge carry the traffic if the new I-69 bridge is closed?</p> <p><b>Response</b></p> <p><i>The US 41 Existing Bridges Evaluation Report (see Appendix O-1 of the FEIS) found that while there were some structural advantages associated with retaining the southbound bridge, the cost of retaining either bridge was comparable. As described in Chapter 5, Section 5.5.2 of the FEIS, because the NRHP-eligibility of the southbound bridge is due to its association with the northbound bridge, removal of the northbound bridge would result in the use of two Section 4(f) resources. Removing the southbound bridge would therefore have fewer impacts than removing the northbound bridge.</i></p>
B21 (3)	<p><b>Comment</b></p> <p>How long after the new I-69 bridge is opened would the southbound US 41 bridge be removed? Seems that revisiting traffic increases and population growth by 2025 or when the I-69 bridge opens is something that should be looked at before removal proceeds.</p> <p><b>Response</b></p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <li><i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i></li> <li><i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i></li> <li><i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i></li> </ul> <p><i>It is currently estimated that the new I-69 bridge and the two-way US 41 bridge (i.e., the current northbound US 41 bridge) will be open for traffic in 2033 and the southbound US 41 bridge will be subsequently removed in 2033.</i></p>
B24 (7)	<p><b>Comment – NEW</b></p> <p>Which twin bridge will be closed? What is the age of the bridge that is remaining? Why is the older bridge remaining? ? Is keeping the northbound US 41 bridge a commitment or something that needs to be determined? Will money be available so the remaining northbound US 41 bridge can be repaired, painted, and have LED lights on it?</p> <p><b>Response</b></p> <p><i>Selected Central Alternative 1B Modified would include the removal of the southbound US 41 bridge. The remaining northbound US 41 bridge was built in 1932 and is 89 years old. The US 41 Existing Bridges Evaluation Report (see Appendix O-1 of the FEIS) found that while there were some structural advantages associated with retaining the newer southbound bridge, the cost of retaining either bridge was comparable. As described in Chapter 5, Section 5.5.2 of the FEIS, because the NRHP-eligibility of the southbound bridge is due to its association with the northbound bridge, removal of the northbound bridge would result in the use of two Section 4(f) resources, whereas removal of the southbound bridge would limit that use to only one Section 4(f) resource. For the reasons previously mentioned, it was determined the northbound US 41 bridge would remain open as part of the Selected Central Alternative 1B Modified. It is expected that the bridge can be maintained in safe</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>working condition for approximately 40 years. During that time, the bridge will be routinely inspected and repaired, as needed, which may include painting. There are currently no plans to install LED lighting on the remaining northbound US 41 bridge.</i>
<b>C</b>	<b>Community</b>
	No Comments
<b>D</b>	<b>Safety</b>
	No Comments
<b>E</b>	<b>Natural Environment</b>
E2 (1)	<p><b>Comment</b> Has any geotechnical investigation been done for his project? The type and size of the bridge foundations could have an effect on the environment.</p> <p><b>Response</b> <i>Following the DEIS, preliminary geotechnical investigations (i.e., borings) were conducted for the Central Alternative to provide guidance for roadway and bridge design. Additional geotechnical investigations will be conducted during final design.</i></p>
E4 (1)	<p><b>Comment</b> I request the habitat mitigation for the I-69 roadway and bridge be purchased within the boundaries of the proposed Green River National Wildlife Refuge.</p> <p><b>Response</b> <i>The I-69 ORX project team has been coordinating with U.S. Fish and Wildlife Service (USFWS) regarding the proposed Green River National Wildlife Refuge. The USFWS has identified a Conservation Partnership Area (CPA) where land may be purchased for the refuge from willing landowners. Following the DEIS, the USFWS has already purchased two parcels within the project area for the refuge. As both projects progress, the I-69 ORX project team will continue to coordinate with the USFWS regarding the opportunity to support further development of the refuge through project mitigation efforts.</i></p>
E60 (1)	<p><b>Comment - NEW</b> Will there be any additional flooding potential for the Eagle Slough Natural Area or the western section of Waterworks Road as a result of construction?</p> <p><b>Response</b> <i>No. Selected Central Alternative 1B Modified would not involve any construction near the Eagle Slough Natural Area and the western section of Waterworks Road that would result in additional flooding. The new I-69 bridge over the Ohio River would be constructed more than a mile upstream from these sites and, therefore, would have no backwater effect (see Chapter 4, Section 4.4.3 of the FEIS for more information regarding floodplain and floodway impacts).</i></p>
E61 (1)	<p><b>Comment - NEW</b> I cannot find anywhere in the documents for the planned roadway, or bridge construction that considered alternative ways for wildlife passage under the interstate, (I-69) or for other terrestrial access for wildlife to use under the bridge, especially when the Ohio and or Green Rivers would be in flood. These flooding periods are critical for wildlife to ingress and egress and area. By providing the necessary alternative, terrestrial and non-flooded wildlife passages this will help reduce wildlife/vehicle collisions, reduce personal property losses and reduce insurance cost to the general public. All of which would help with reduced cost and personal property losses to the residents of the local community(s).</p>

Comment Code (Number of Commenters)	Comment Category
	<b>Response</b> <i>See responses to the DEIS Comment Codes E40, E41, E42, E49, E59, and Y1 in Appendix C-10 of the FEIS.</i>
E62 (1)	<b>Comment - NEW</b> <p>There needs to be clarification and documentation in the planning documents that the necessary wildlife fencing and noise screening will be installed. Both of these features will help reduce the impacts of the roadway's presence and activity(s) on wildlife and community. This could be accomplished with the installation of "deer proof" fencing for long distances along the I-69 corridor which would, focus them toward the other alternative terrestrial wildlife crossing structures such as elevated roadway spans, extra-large and wide culvert type structure for crossings or other designs as may be determined as the best fit to the sites.</p> <b>Response</b> <i>See responses to the DEIS Comment Codes E41, E59, and Y1 in Appendix C-10 of the FEIS regarding wildlife fencing. Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS.</i>
E63 (1)	<b>Comment - NEW</b> <p>In previous correspondence dated February 6, 2019, the IDEM Office of Water Quality provided comments on the I-69 Ohio River Crossing DEIS. In addition to the following comments, all comments in the February 6, 2019, comment letter are still applicable.</p> <p>The project has now been broken up into two (2) sections and construction for the Indiana portion of the I-69 Ohio River Crossing (Section 2) will not occur until 2027. All field work to identify aquatic resources on the project site will need to be repeated since more than five (5) years will have passed since your original field work. The results of the new wetland delineations and waters determinations will need to be submitted to IDEM and the Army Corps of Engineers for verification and jurisdictional determination.</p> <p>Significant changes to the rules and regulations have occurred since your original field work was conducted. These rule changes effect what is regulated under the Federal Clean Water Act as well as state waters regulated under IC 13-18-22. These rules and regulations will likely change again so agency consultation should continue as the project moves forward towards final design.</p> <p>The proposed interchange connection to Indiana's portion of I-69 appears to require more new terrain impacts than what was previously presented in the DEIS. The interchange tie in points to the existing interstate are further east and west than what was proposed. As proposed, the new alignment appears to impact more wetlands along the Eagle Creek corridor. All impacts should be avoided to the greatest extent practical and appropriate compensatory mitigation needs to be provided for unavoidable impacts. Structural spans should be used to avoid hydrology impacts to wetlands remaining within the ramp systems. If secondary impacts occur due to loss of hydrology, connectivity, shading, or other detrimental impacts to the wetlands then additional compensatory mitigation needs to be provided. If earthen fill material is used for the interchange connections MSE walls or other engineering solutions should be used to minimize wetland impacts.</p>

Comment Code (Number of Commenters)	Comment Category
	<p><b>Response</b></p> <p><i>Responses to IDEM's previous DEIS comments are provided in Appendix C-10 of the FEIS. The project team understands the field work requirements and will continue to coordinate with IDEM, KDOW, and the USACE regarding the verification and jurisdictional determination of Waters of the U.S. (WOTUS) as future work on Sections 1 and 2 of the project progresses.</i></p> <p><i>Since the original WOTUS field surveys were conducted for the DEIS, additional and more detailed WOTUS field surveys were conducted for the Selected Central Alternative 1B Modified and the results are presented in the I-69 ORX WOTUS Addendum (Appendix J-2 of the FEIS) and in Chapter 4, Sections 4.4.2 and 4.4.4 of the FEIS. The WOTUS field surveys and report are compliant with the most recent federal and state rules and regulations. The project team will continue agency consultation in regard to applicable rules and regulations during final design.</i></p> <p><i>Project commitments to continue efforts to further avoid and minimize impacts during final design, or provide compensatory mitigation where impacts are unavoidable, are documented in Chapter 7 of the FEIS.</i></p>
E64 (1)	<p><b>Comment – NEW</b></p> <p>USACE: This is regarding the request for comments on the proposed revisions to the I-69 Ohio River Bridge Crossing (ORX) Draft Environmental Impact Statement (DEIS) that were discussed during an agency phone meeting on May 11, 2021. On May 19, 2021, members of the Regulatory staff conducted a site inspection on the Kentucky portion of the proposed project. The following are comments pertaining to the call and the site inspection:</p> <ul style="list-style-type: none"> <li>• The definition of “waters of the United States (U.S.),” as found in the Navigable Waters Protection Rule (85 FR 22250), which became effective June 22, 2020, must be applied to the proposed project’s revised waters report.</li> <li>• The newly proposed detention basins appear to be located in uplands.</li> <li>• Forested Wetlands 5B and 6 are of high quality and would require to be mitigated at a minimum 3:1 ratio.</li> <li>• If the proposed project would impact federal properties, the applicant would be required to obtain a Section 408 permit (33 USC 408) from the U.S. Army Corps of Engineers (Corps) prior to issuance of a Section 404/10 permit.</li> <li>• If a U.S. Coast Guard permit is required for the project, it must be obtained prior to the issuance of a Section 404/10 permit.</li> </ul> <p><b>Response</b></p> <p><i>See below for response in order of each of the comments provided by USFWS:</i></p> <ul style="list-style-type: none"> <li>• <i>The I-69 ORX WOTUS Addendum (Appendix J-2 of the FEIS) is compliant with the Navigable Waters Protection Rule, and Chapter 4, Sections 4.4 of the FEIS has been updated accordingly.</i></li> <li>• <i>Concur. The proposed detention basins in Central Alternative 1B Modified (Selected) are located in uplands that are underlain with drain tiles.</i></li> <li>• <i>Concur. The bottomland hardwood wetlands are higher quality wetlands, and the higher mitigation ratios are understood by the project team. The primary impacts will be a conversion from forested wetlands to herbaceous wetlands, because I-69 will likely be on structure (i.e., bridges) for these crossings. Mitigation ratios are part of the project commitments that are documented in Chapter 7 of the FEIS and the ROD.</i></li> </ul>



Comment Code (Number of Commenters)	Comment Category
	<ul style="list-style-type: none"> <li><i>It is currently anticipated that the levees located north of the I-69 interchange in Indiana will not be impacted by the project; therefore, a Section 408 permit will not be required. There are no other known Section 408 civil works projects/properties in the project area.</i></li> <li><i>Permitting and construction for I-69 ORX Section 1 will be completed as the first phase of the project. There will be no Section 10 permit associated with the I-69 ORX Section 1 construction. A Section 10 permit will be obtained for the I-69 ORX Section 2 construction, which includes the Ohio River crossing, at a later date. Anticipated permits for the project are documented in Chapter 4, Section 4.9 of the FEIS.</i></li> </ul>
E65 (1)	<p><b>Comment – NEW</b> Natural Resources Conservation Service (NRCS). Our comments in this letter pertain to the portion of the project located within and around Henderson, Kentucky.</p> <p>KY NRCS is not aware of any existing easements, plans or activities related to ongoing efforts in the defined project areas. A cursory review indicates that prime farmlands and farmlands of statewide importance are located within the preferred alternative. This project may have the potential to convert prime farmland and farmlands of statewide importance from agricultural to nonagricultural uses. A Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from any local NRCS office and are also available as electronic forms on the web at: <a href="http://fonns.sc.egov.usda.gov/eFonns/welcomeAction.do?Home">http://fonns.sc.egov.usda.gov/eFonns/welcomeAction.do?Home</a> NRCS has no further environmental comments regarding the proposed project.</p> <p><b>Response</b> As documented in Chapter 4, Section 4.2.11 of the FEIS, the NRCS-CPA-106 forms were submitted to the Indiana and Kentucky offices of the NRCS in February 2018 and again in April 2021. The purpose of the April 2021 coordination was to inform the NRCS that Central Alternative 1B Modified was identified as the Single Preferred Alternative. In addition, the coordination requested that NRCS amend the previously completed CPA 106 forms to incorporate an updated farmland impact analysis for Central Alternatives 1A and 1B in Kentucky and to include Central Alternative 1B Modified. In both Indiana and Kentucky, the total amended score for each alternative was below 160 points. Because the scores are less than 160 points, no further coordination with NRCS will be required. Copies of the completed NRCS-CPA-106 forms and related NRCS correspondence are provided in Appendix H-1 of the FEIS.</p>
E66 (1)	<p><b>Comment – NEW</b> EPA understands that the modifications to the project derived from changes to the intersection and additional design work to help reduce cost and improve traffic and access. These adjustments will result in some changes to project impacts both positive and negative (i.e., wetlands and streams, noise, farmland, environmental justice and stormwater management).</p> <p>EPA recommends KYTC/INDOT continue to work on reducing impacts to wetlands and other waters of the U.S. during Section 1 and Section 2 design and construction. EPA understands that treating stormwater prior to discharge directly into the Ohio River was deemed to be a challenge, but we continue to encourage KYTC/INDOT to identify innovative ways to channel and treat, as much as possible, Section 2 bridge/roadway runoff prior to direct discharge off the bridge. We also support continued efforts to further minimize/mitigate noise impacts to residents. We understand that additional information on noise will be forthcoming.</p>

Comment Code (Number of Commenters)	Comment Category
	<p><b>Response</b></p> <p><i>Project commitments to continue efforts to further avoid and minimize impacts to all resources during final design, or provide compensatory mitigation where impacts are unavoidable, are documented in Chapter 7 of the FEIS. Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS.</i></p>
<b>F</b>	<b>Funding</b>
F1 (2)	<p><b>Comment</b></p> <p>How is this bridge being funded?</p> <p><b>Response</b></p> <p><i>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue. The Kentucky Legislature has already allocated \$227M (combination of state and federal funds) towards the project. The states are continuing to develop their plan for funding of Section 2.</i></p>
<b>G</b>	<b>Project Costs</b>
G11 (1)	<p><b>Comment - NEW</b></p> <p>What are the project costs for Section 1 and Section 2?</p> <p><b>Response</b></p> <p><i>Design and construction of Section 1 and Section 2 are estimated to be \$250-260 million and \$980-1,015 million, respectively.</i></p>
<b>H</b>	<b>Tolling</b>
H34 (1)	<p><b>Comment - NEW</b></p> <p>How much will the toll be?</p> <p><b>Response</b></p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, only the new I-69 bridge will be tolled. In the DEIS, the estimated tolls for the new I-69 bridge that were used to determine potential impacts and toll revenue were \$2.00 for cars, \$5.00 for medium trucks, and \$10.00 for large trucks, which were based on tolls used on the Louisville-Southern Indiana Ohio River Bridges. For the FEIS, these tolls were updated for Central Alternative 1B Modified to \$2.84, for cars, \$7.13 for medium trucks, and \$14.23 for large trucks. As noted in the DEIS and FEIS, the toll policy and rates will be finalized at a later date, which means that these toll rates could change.</i></p>
<b>I</b>	<b>Traffic/Congestion</b>
I3 (1)	<p><b>Comment</b></p> <p>How will large farm equipment be moved across the one remaining US 41 bridge since farm equipment will not be allowed on the I-69 bridge? The US 41 bridge will have to be shut down in order to move that size of equipment across the bridge.</p> <p><b>Response</b></p> <p><i>As they are today, temporary closures may be required when large equipment needs to travel across the US 41 bridge. Temporary closures would require coordination with the Kentucky Transportation Cabinet and local law enforcement.</i></p>



Comment Code (Number of Commenters)	Comment Category
I11 (1)	<p><b>Comment-NEW</b></p> <p>Has anyone studied whether the traffic will back up to the entrance to Audubon State Park if there is only one US 41 bridge? When there is an accident on the bridge, traffic regularly detours down Elm Street.</p> <p><b>Response</b></p> <p><i>As discussed in Chapter 4, Section 4.1.1 of the FEIS, for the Selected Central Alternative 1B Modified, the projected Level of Service (LOS) for the year 2045 on the US 41 bridge would be LOS C or better while US 41 at the entrance to Audubon State Park would operate at LOS D, all of which are acceptable levels of service with no to minimal traffic congestion. However, in the event of an accident or a disabled vehicle on the US 41 bridge, traffic could temporarily back up to the entrance of the park.</i></p>
I12 (1)	<p><b>Comment-NEW</b></p> <p>Indiana should post Memphis as the control city on directional signs on I-69 south at Evansville, particularly, at the Lloyd Expressway, Green River Road, and Veterans Memorial Parkway interchanges. The recognition should eliminate any confusion of where motorists are headed. Since Henderson is a border city on the new route, it should be included.</p> <p><b>Response</b></p> <p><i>During final design, traffic signs will be developed in accordance with INDOT and KYTC guidelines.</i></p>
<b>J</b>	<b>Historical and Archaeological Resources</b>
J11 (1)	<p><b>Comment NEW</b></p> <p>The historical value of having both 41 bridges is not being considered.</p> <p><b>Response</b></p> <p><i>The historical value of both bridges was considered and is documented in Chapter 4, Section 4.5, Chapter 5, Sections 5.3.2 and 5.3.3, and in the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS.</i></p>
<b>K</b>	<b>Interchange/Access</b>
K7 (1)	<p><b>Comment - NEW</b></p> <p>How many roundabouts are in the design?</p> <p><b>Response</b></p> <p><i>The updated design of the KY 351 interchange developed in conjunction with the City of Henderson during the preliminary design phase for Section 1 includes three roundabouts: one each at the I-69 ramp terminal intersections and one at the KY 2084 intersection with KY 351.</i></p>
K8 (1)	<p><b>Comment - NEW</b></p> <p>Does the City of Henderson, schools, and emergency services support the three roundabout design for the I-69/KY 351 interchange?</p> <p><b>Response</b></p> <p><i>The project team met several times with the City of Henderson and Henderson County School District during the development of the KY 351 interchange concept. Both the city and the school district support the three roundabout design. In addition, the roundabouts will support the City of Henderson's vision for this gateway corridor.</i></p>

Comment Code (Number of Commenters)	Comment Category
K9 (1)	<p><b>Comment - NEW</b></p> <p>Is the entry into Indiana close to Weinbach Avenue and I-69?</p> <p><b>Response</b></p> <p><i>The new interchange with existing I-69 in Indiana is east of and adjacent to Weinbach Avenue.</i></p>
K10 (4)	<p><b>Comment - NEW</b></p> <p>Why is it necessary to put up a traffic light at the Veterans Memorial Parkway interchange (i.e., the new northern interchange with existing I-69 in Indiana)? Why not just tie the limited access roads together without a light? If you could keep this layout but alter this design and get rid of the traffic signal then you would provide a more direct route and have a true interchange. Is it possible to replace the traffic signal with an overpass of either lane of travel? The traffic light intersection on the exit ramps from Veterans Memorial Parkway will be modeled by what other traffic light intersection? What is the model? Oppose the traffic light at the intersection of the two ramps and recommend going back to the original interchange design presented in the DEIS.</p> <p><b>Response</b></p> <p><i>The design of this interchange is still under review and the final concept will require approval from FHWA through the Interstate Access Request process. The concept shown in the FEIS was developed as a cost-effective solution that meets the traffic demands. Detailed traffic analysis of the signalized intersection demonstrated that it would operate at Level of Service (LOS) B or better at all times. A fully grade-separated interchange (i.e., no signalized intersection) concept with a similar layout is under consideration. The grade separated concept would, however, require a long and tall bridge that would create a third level of roadway at the interchange, increasing the project's cost. The interchange that was presented in the DEIS was modified, in part in response to comments received from the public, to eliminate the loop ramp for eastbound traffic from Veterans Memorial Parkway heading north on I-69. The latest modified design provides a more direct route while reducing impacts and costs.</i></p>
K11 (1)	<p><b>Comment - NEW</b></p> <p>Will I-69 have a connection to US 41 close to Veterans Memorial Parkway so one could possibly come up I-69 and get onto US 41 to go north through Evansville to northern Vanderburgh, Haubstadt, Fort Branch, etc.?</p> <p><b>Response</b></p> <p><i>The new interchange with existing I-69 in Indiana would be located approximately one mile east of the US 41/Veterans Memorial Parkway interchange, which would provide access to US 41 north.</i></p>
K12 (1)	<p><b>Comment - NEW</b></p> <p>Will there be an exit from I-69 to US 41 strip via Watson Lane?</p> <p><b>Response</b></p> <p><i>Yes, for West Alternatives 1 and 2. For Central Alternatives 1A and 1B (Preferred) and 1B Modified (Selected), there would be no changes to US 41 through the commercial strip.</i></p>
K13 (1)	<p><b>Comment - NEW</b></p> <p>How will Kimsey Lane be improved from Adams Street and US 60 as it is rerouted? Is it possible to allow a southbound entrance to I-69 where Kimsey is rerouted? Will Kimsey be widened?</p>

Comment Code (Number of Commenters)	Comment Category
	<p><b>Response</b></p> <p><i>As part of the Section 1 design, there would be no improvements to Kimsey lane between Adams Street and the curve just west of the bridge that crosses over US 41. The section of Kimsey Lane from US 41, including the bridge, to Van Wyk Road would be removed. On the west side of US 41 where the bridge would be removed, Kimsey Lane would be relocated along the existing US 41 southbound lanes to Van Wyk Road, which would be upgraded and paved between the intersection with the relocated Kimsey Lane and the intersection with existing Kimsey Lane east of US 41. As part of the Section 2 design, Kimsey Lane would be relocated east of US 41 from the intersection with Van Wyk Road to where it would connect with the new US 41 interchange. See Appendix A-4, Sheet 14 of the FEIS.</i></p>
<p>K14 (1)</p>	<p><b>Comment - NEW</b></p> <p>Is I-69 going over US 60 or is US 60 going over I-69?</p> <p><b>Response</b></p> <p><i>US 60 bridges over I-69.</i></p>
<p>K15 (1)</p>	<p><b>Comment - NEW</b></p> <p>It seems that the ramps for I-69 to US 41 could be longer to keep a 55 mph speed limit, since everyone will be using that interchange for 5+ years until Section 2 is completed. Even though it is a free flow interchange, it will back up majorly when traveling north in the am and south in the pm.</p> <p><b>Response</b></p> <p><i>A 55 mph ramp would be significantly larger and result in greater impacts and costs. In addition, it would not be compatible with the Section 2 modifications that are proposed for that interchange. Until Section 2 opens to traffic, the predominant traffic movements through the interchange would be to and from the existing US 41 corridor and US 41 bridges over the Ohio River. The ramps serving these movements during the interim phase are designed to provide two lanes with free-flow traffic operation which should be sufficient to prevent backups onto mainline I-69 and US 41. For the US 41 southbound two-lane entrance ramp to I-69, the two lanes would be reduced to one lane prior to entering I-69. For the I-69 northbound two-lane exit ramp to US 41, the two lanes provided for this movement is consistent with the number of lanes provided along the signalized US 41 commercial strip.</i></p>
<p>K16 (1)</p>	<p><b>Comment - NEW</b></p> <p>There will be the requirement of construction of access roads and river access ramps during the planning, surveying, pre-construction and actual construction phases of this project. There should be a strong consideration and planning of these features to provide the public with as many of these public amenities resulting from this construction, once the bridge and roadways are completed. Specifically, there should be a complete public boat ramp with parking lot and access roads to provide the general public with improved river access, during and post construction. There will be lot of land cleared, altered and/or graded as a result of this project; there needs to be consideration and inclusion of construction for public access sites to the river for things such as: public walking trails, scenic viewing sites, and other such public use facilities.</p> <p><b>Response</b></p> <p><i>The Selected Central Alternative 1B Modified would not impact any existing river access roads, parking lots, and/or boat ramps and providing new river access facilities is not part of the project's purpose and need.</i></p>

Comment Code (Number of Commenters)	Comment Category
<b>L</b>	<b>Maintenance of Traffic/Construction</b>
L2 (2)	<p><b>Comment - NEW</b> What is the design and construction timeline?</p> <p><b>Response</b> <i>Design, right of way acquisition, and utility location for Section 1 will be completed in 2021 and construction is anticipated to start in 2022 and be completed in 2025. Design, right of way acquisition, and utility relocation for Section 2 is currently anticipated to occur in 2025-2026, with construction running from 2027 to 2032, and the new roadway opening to traffic in 2033. The states will continue to seek opportunities to accelerate delivery of Section 2.</i></p>
L3 (2)	<p><b>Comment - NEW</b> Why can't Section 1 and Section 2 be constructed at the same time?</p> <p><b>Response</b> <i>Funding is currently available for Section 1 but not for Section 2.</i></p>
<b>M</b>	<b>Noise</b>
M4 (2)	<p><b>Comment</b> Will there be noise walls or a vegetative barrier?</p> <p><b>Response</b> <i>Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS. Noise mitigation and commitments are also discussed in Chapter 7, Section 7.5 of the FEIS.</i></p>
<b>N</b>	<b>Purpose and Need</b>
	No Comments
<b>O</b>	<b>Question</b>
O1 (1)	<p><b>Comment - NEW</b> Is the new transportation secretary supportive of the bridge plans?</p> <p><b>Response</b> <i>The Federal Highway Administration, an agency within the US Department of Transportation, has been a partner with INDOT and KYTC throughout the project's development. Issuance of the Record of Decision indicates their approval of the project.</i></p>
O2 (1)	<p><b>Comment - NEW</b> Will Indiana and/or Kentucky have a Welcome Center for out of state travelers?</p> <p><b>Response</b> <i>No Welcome Centers are currently planned for Indiana or Kentucky within the project area.</i></p>
O3 (1)	<p><b>Comment - NEW</b> What will be the future of the businesses on US 41 north?</p> <p><b>Response</b> <i>See Chapter 4, Section 4.3.2 of the FEIS regarding the project's potential impacts to businesses.</i></p>

Comment Code (Number of Commenters)	Comment Category
O4 (1)	<p><b>Comment - NEW</b></p> <p>A portion of the existing I-69 roadway in Indiana that crosses over Weinbach Avenue will be named as part of Veterans Memorial Parkway. In addition, can INDOT designate this short roadway as I-569, a connector between US 41 and I-69? It would follow INDOT's pattern in Boone County, near Indianapolis, where a short I-865, links I-65 to I-465.</p> <p><b>Response</b></p> <p><i>There are currently no plans or need to rename this section of existing I-69 as another interstate.</i></p>
<b>P</b>	<b>Right-of-Way/Relocations</b>
P4 (4)	<p><b>Comment - NEW</b></p> <p>Will my property be impacted by the project?</p> <p><b>Response</b></p> <p><i>While Selected Central Alternative 1B Modified is still preliminary in its level of detail, preliminary property impacts are shown in Appendix A-5 in the FEIS. Following the FEIS/ROD, more detailed designs and right-of-way plans will be prepared which will include specific property impacts.</i></p>
<b>Q</b>	<b>Socioeconomic</b>
	No Comments
<b>R</b>	<b>Visual/Aesthetics</b>
R1 (1)	<p><b>Comment</b></p> <p>Has light pollution from lights placed on the new bridge and highway been evaluated?</p> <p><b>Response</b></p> <p><i>The need for lighting on the new bridge has not been evaluated. If the bridge is lighted, the lighting fixtures will include cutoff shields to focus the light on the roadway and reduce fugitive light. Other visual mitigation techniques are discussed in Chapter 7, Section 7.4 of the FEIS which states that "Lighting and structural elements may include providing appropriately scaled lighting elements along the length of the bridge."</i></p>
R3 (2)	<p><b>Comment - NEW</b></p> <p>What will the new I-69 bridge look like?</p> <p><b>Response</b></p> <p><i>See Chapter 4, Section 4.3.8 of the FEIS for the different bridge types that are proposed for the project. A final decision on the bridge type will be made during final design following input from the public.</i></p>
<b>S</b>	<b>Pedestrian/Bicycle Access</b>
S1 (3)	<p><b>Comment</b></p> <p>Keep the US 41 southbound bridge or one of the US 41 bridges open for pedestrian/bicycle traffic.</p> <p><b>Response</b></p> <p><i>One of the reasons Central Alternative 1B Modified was identified as the Selected Alternative was that financial constraints dictated that one of the US 41 bridges should be removed to save on long-term maintenance and rehabilitation costs. In addition, it was determined that six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41</i></p>

Comment Code (Number of Commenters)	Comment Category
	<p>bridge) provides acceptable and safe cross-river capacity for future traffic demand; therefore, two US 41 bridges are not needed from a traffic capacity standpoint. INDOT and KYTC contacted local government agencies to determine if they would be interested in repurposing one of the US 41 bridges for potential pedestrian and bicycle use. The local government agencies responded that they are not interested in assuming ownership of and maintaining one of the US 41 bridges. This coordination is described further in Chapter 5 and associated correspondence is included in Appendix H-8 of the FEIS.</p>
<p>S2 (4)</p>	<p><b>Comment</b> Provide pedestrian/bicycle access on the new I-69 bridge.</p> <p><b>Response</b> Adding a 12-foot pedestrian/bicycle path to a new I-69 bridge would add approximately \$15 million to the project cost. Since there are no existing or planned pedestrian/bicycle facilities near the proposed bridge abutments, this additional project cost does not appear to be practical.</p>
<p>S3 (1)</p>	<p><b>Comment</b> Provide pedestrian/bicycle access on the US 41 bridge(s).</p> <p><b>Response</b> The existing US 41 bridges are not wide enough to safely accommodate the addition of a pedestrian/bicycle lane.</p>
<p>S10 (2)</p>	<p><b>Comment - NEW</b> Will the Merrill Trail or any bike/hike/wheelchair 2-way trail continue across the I-69 bridge to Evansville? If not, why not? If not, then why would the ROD approve this transportation bridge? Has consideration been given to walk/bike paths along the route, specifically from the Merrill Trail to US 60 East?</p> <p><b>Response</b> No cross-river bicycle/pedestrian facility is included in the project (see response to Comment Code S2). For impacts to the Merrill Way Trail, see Chapter 4, Section 4.1.5 of the FEIS.</p>
<p>S11 (90)</p>	<p><b>Comment- NEW</b> Provide safe pedestrian, bicycle, and wheelchair access across the US 41 bridge and/or I-69 bridge</p> <p><b>Response</b> See responses to Comment Codes S1, S2, and S3. Also see the response to the DEIS Comment Code S7 in Appendix C-10 of the FEIS. Note: references to pedestrian and bicycle facilities also includes wheelchairs since they would need to comply with the Americans with Disabilities Act.</p>
<p>S12 (1)</p>	<p><b>Comment - NEW</b> What percentage of the ORX-69 overall budget is being spent on accommodations for bike/ped/ADA-wheelchair in adjacent neighborhoods?</p> <p><b>Response</b> The project includes: (1) the provision of sidewalks on US 60, (2) improvements to and extension of the Merrill Way Trail and (3) improvements to bike/pedestrian facilities on KY 351. These costs have not been estimated.</p>

Comment Code (Number of Commenters)	Comment Category
S13 (1)	<p><b>Comment - NEW</b></p> <p>If there is not enough money to build a bike/hike/wheelchair trail, then why not wait until the money is found?</p> <p><b>Response</b></p> <p><i>Delaying the project until additional funding is available would delay the transportation improvements needed to address the project's purpose and need.</i></p>
S14 (3)	<p><b>Comment - NEW</b></p> <p>No serious contemplation or account of accessibility was offered to people walking, hiking, cycling, or using wheelchairs and the current US 41 bridges do not provide save access across the Ohio River for these modes of transportation.</p> <p><b>Response</b></p> <p><i>See responses to Comment Codes S1, S2, and S3. Also, see the response to the DEIS Comment Code S7 in Appendix C-10 of the FEIS. Stakeholders interested in pedestrian, bicycle, and wheelchair access, including members of the River Cities Advisory Committee (RCAC), were provided opportunities throughout the EIS process to review and comment on the project as discussed in Chapter 8 of the FEIS.</i></p>
S15 (1)	<p><b>Comment - NEW</b></p> <p>No pedestrian or bicycle traffic should be allowed on an interstate bridge.</p> <p><b>Response</b></p> <p><i>Comment noted.</i></p>
S16 (1)	<p><b>Comment - NEW</b></p> <p>The costs to keep one US 41 bridge for pedestrians would be limited due to no auto use on the bridge and any maintenance would be paired with the auto 41 bridge.</p> <p><b>Response</b></p> <p><i>See responses to Comment Codes S1 and G9.</i></p>
S17 (1)	<p><b>Comment - NEW</b></p> <p>Are there no USDOT standards when it comes to providing for non-motorized transportation alternatives for new highway projects?</p> <p><b>Response</b></p> <p><i>FHWA policy encourages accommodation of non-motorized transportation modes in projects when they can be provided at a reasonable cost. Provision of a shared-use path on the new I-69 bridge would cost approximately \$15 million dollars and connect only from shoreline-to-shoreline. The existing roadways in this area are low-quality gravel roads and are located within the Ohio River floodway and subject to regular flooding. The nearest existing pedestrian facilities are approximately 3 miles away on either side of the river and no local plans call for the extension of these facilities across the river.</i></p>
S18 (3)	<p><b>Comment - NEW</b></p> <p>ORX Project Managers' minimal distribution of the I-69 ORX DEIS was below industry standards for public input, with their failure to reach out to trails, hiking, walking, cycling, greenways, and disability advocates and organizations.</p> <p>The comment period for the Virtual Public Meeting on the Single Alternative was too short. It should have been 30 days.</p>



Comment Code (Number of Commenters)	Comment Category
	<p>There appears to have been a severe lack of public outreach and engagement leading to this stage in the process.</p> <p><b>Response</b>  <i>Outreach and opportunities to provide input throughout the project has been consistent with INDOT, KYTC, and FHWA policy and commensurate with the nature and scale of the project. The public involvement program consisted of advisory committees, public meetings and hearings, small group meetings, and other outreach and informational tools designed to provide an opportunity for stakeholders to participate in the development of the project. For the five rounds of public open houses/meetings/hearings throughout the project, outreach campaigns were focused on promoting meetings and meeting materials. Each round was publicized via: e-newsletters and text messages; project website; social media; media; emails; fliers at local grocery stores and libraries; displays in local libraries and government offices (Single Preferred Alternative meeting only); legal notices in the papers in Evansville, Henderson, and Owensboro; and thousands of postcard mailings to residents.</i></p> <p><i>The River Cities Advisory Committee (RCAC) consisted of 37 members from Henderson, Evansville, and surrounding counties and met seven times to focus on regional issues. Members included representatives of a local bicycle organization and a local agency serving the disabled community. Members of the RCAC served two roles: 1) taking part in meetings to share honest feedback and 2) sharing information with their groups and members of their communities to encourage individual awareness and participation.</i></p> <p><i>The DEIS was distributed to all members of the project committees – including the RCAC, EJ subcommittee, Interagency Advisory Committee, and Consulting Parties – as well as federal, state, regional, and local agencies and elected officials. Hard copies were available for public review at 12 locations in the region. Electronic copies are available at the project website. Approximately 23 of the more than 550 comments received on the DEIS regarded pedestrian/bicycle access.</i></p> <p><i>During the comment period for the Single Preferred Alternative, approximately 110 comments regarding bicycle/pedestrian access were received. INDOT, KYTC, and FHWA reviewed the request for an extension to the comment period and determined that the comment period was appropriate given the nature of the modest changes to the Preferred Alternatives and doing so was unlikely to result in additional unique comments.</i></p>
<b>T</b>	<b>Hazardous Materials</b>
T10 (1)	<p><b>Comment – NEW</b>  Representatives from the IDEM Office of Land Quality have reviewed the submitted information and have the following comments.</p> <p><b>Site 31 – Huff Landfill.</b> The Phase I in the DEIS (Appendix I-1) states that “Further investigation, such as a Phase II Limited Subsurface Investigation, is warranted for all alternatives.” IDEM OLQ recommends submitting proposed boring locations, sampling details, and a final proposed interchange location for comments prior to conducting Phase II investigations on landfills or dump properties. Additionally, we recommend submitting the completed Phase II investigative reports with finalized design details to IDEM for review. We also recommend determining the extent of waste boundaries in areas affected by the future interchange construction.</p> <p><b>Potential Waste between Huff Landfill and Don Wathen Dump.</b> The files for Vogt Landfill, Huff Landfill, Don Wathen Dump, and Ivan Wathen Dump suggest that the construction of the</p>



Comment Code (Number of Commenters)	Comment Category
	<p>flood levee and the original Robert D. Orr Highway created large borrow areas south of and adjacent to the levee and the highway. Some of those areas were subsequently filled with clean fill, construction/demolition (C/D) waste, and household waste in the form of unpermitted open dump material. Although lidar topography does not suggest fill material in the area east of the Huff Landfill and west of the Don Wathen Dump, we recommend exploratory borings and/or test pits to evaluate the subsurface in this area. We also recommend submitting the findings from exploratory borings and/or test pits with finalized design details to IDEM for review.</p> <p><b>Don Wathen Dump.</b> The Don Wathen Dump was not listed in the Phase I, presumably because it was too far east of the originally proposed Central Alternative 1. The currently proposed Single Preferred Alternative 1 shifts the Indiana interchange to an area east of the Huff Landfill and may encounter waste associated with the Huff Landfill and the Don Wathen Dump. Proposed updates to the Phase I document should include the Don Wathen Dump (VFC 80421320, pdf pages 8, 52-53). We recommend conducting a Phase II Limited Subsurface Investigation and/or test pits to evaluate the subsurface on the Don Wathen Dump property and to submit the completed Phase II investigative report and findings from test pits with finalized design details to IDEM for review. We also recommend determining the extent of waste boundaries in areas affected by the future interchange construction. The Ivan Wathen Dump is east of the Don Wathen Dump and presumably unaffected by the proposed interchange. Information for the Ivan Wathen Dump is included on the same VFC pages as the Don Wathen dump.</p> <p><b>ERCs.</b> After review of the Phase II reports and potential test pit information, IDEM will require property owners with remaining waste in place to record an Environmental Restrictive Covenant for their property.</p> <p><b>Response</b>  <i>The Don Wathen Dump and Ivan Wathen Dump have been added to Chapter 4, Section 4.2.13 and Appendix A-4 of the Final EIS. All work that IDEM requires will occur during final design and construction of Section 2 of the project, and will be coordinated with IDEM and KDEP at that time. Commitments regarding groundwater and hazardous materials are documented in Section 7.11 of the FEIS, and include conducting an updated Phase I, and limited Phase II, as required at that time.</i></p>
<b>U</b>	<b>Air Quality</b>
	No Comments
<b>V</b>	<b>Farmland</b>
	No Comments
<b>W</b>	<b>Ohio River Navigation</b>
	No Comments
<b>X</b>	<b>Section 4(f) Resources</b>
	No Comments
<b>Y</b>	<b>Green River National Wildlife Refuge</b>
	No Comments
<b>Z</b>	<b>Other</b>
	No Comments

Blair <blair@valleywatch.net>

3/11/2021 10:13 AM

## Questions

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

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It is clear to me that the preponderance of thought on both sides of the River is to keep the Twin Bridges as non toll alternatives for locals. There are also many who are seeking to have a decent pedestrian and bicycle crossing. What is the current state of those ideas officially?

323-1  
B1

323-2  
S11

Check out the Valley Watch website at: <http://valleywatch.net>

### John Blair

"First they ignore you, then they laugh at you, then they fight you, then you win." Mahatma Gandhi

**800 Adams Avenue  
Evansville, IN 47713  
812-464-5663**

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ALAN LOSSNER <lossnera@bellsouth.net>

3/25/2021 5:42 PM

## Crossing

To info@i69ohiorivercrossing.com

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Hello,

I had a brain storm returning from Louisville. Why not run I69 along I64 East until you get to US 231. This route could then run toward Owensboro and you'd have a new bridge over the Ohio at Rockport. I69 then would run over US60 until joining I69 (Audubon Parkway) to Henderson. This would bypass Henderson but would save lots of money.

Alan Lossner  
Slaughters KY 42456

Sent from my iPhone

326-1  
A26

Mary Hess <hessmary@att.net>

3/30/2021 12:36 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Mary Hess

**Email**

[hessmary@att.net](mailto:hessmary@att.net)

**Phone**

(812) 937-2544

**Address**

3374 E CR 2000 N Dale, IN 47523  
Dale, 24 47523  
[Map It](#)

**Subject**

I-69 Bridge walking and bike trail

327-1  
S11

**Message**

Good morning. I am president of Southwestern Indiana Citizens for Quality of Life and we are concerned that the plans for this bridge do not include a bike and/or walking trail. I have heard the reason is that it is not feasible. We are concerned that you would deny access to crossing the river to those who do not have motor vehicles and those who are handicapped and have no vehicles. We also think this is a grand opportunity to open access for many people who walk, bike, use wheelchairs , enjoy outdoor health, fitness and recreation. I hope you will be showing in your update the budget that eliminates a trail and a more detailed answer than it is not feasible. Many bridges around the country make this access available to be inclusive to the entire population and we think this proposed project should make every effort to make sure a walking and biking trail will be included in the final plans.

Thank you for considering our concern.

Mary Hess

Martin Hoover <mehoover@laneconstruct.com>

3/30/2021 10:03 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Martin Hoover

**Email**

[mehoover@laneconstruct.com](mailto:mehoover@laneconstruct.com)

**Phone**

(412) 328-4719

**Address**

90 Fieldstone Ct.  
Cheshire, CT 06410  
United States  
[Map It](#)

**Subject**

Section 1 and Section 2

**Message**

What are the planned construction costs for Section 1 and Section 2?

328-1  
G11

## I69 Preferred Alternative Route

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

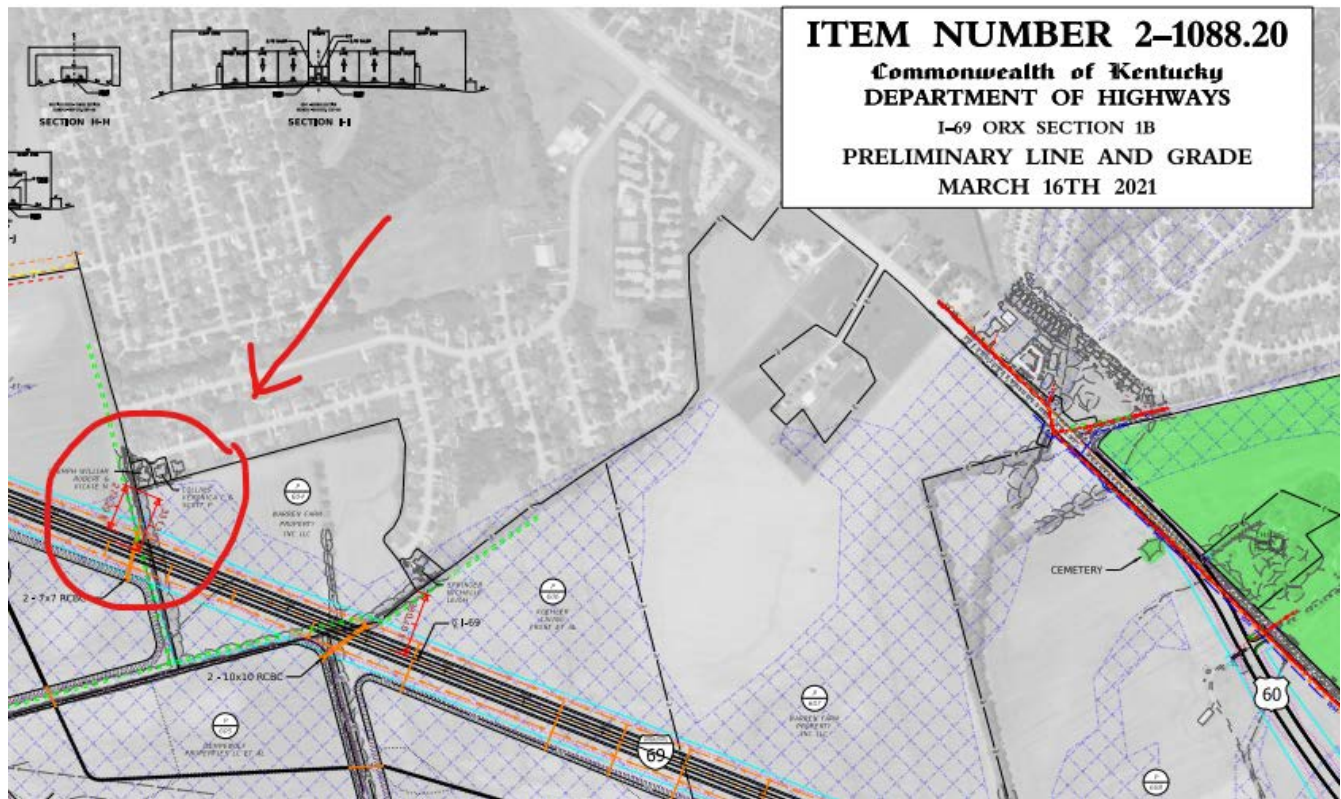
I just learned that there will be a virtual meeting on April 1<sup>st</sup> to discuss the latest news regarding the preferred alternative to I69. From the last drawings that I have seen, it appears that the route makes a very close approach to my home. It appears that the measurement from edge of pavement to my property line is approximately 275'.

I have never understood why the route is pushed north, close to my subdivision, instead of more closely following the railroad tracks to the south, but I suppose it is too late to make any change to the route.

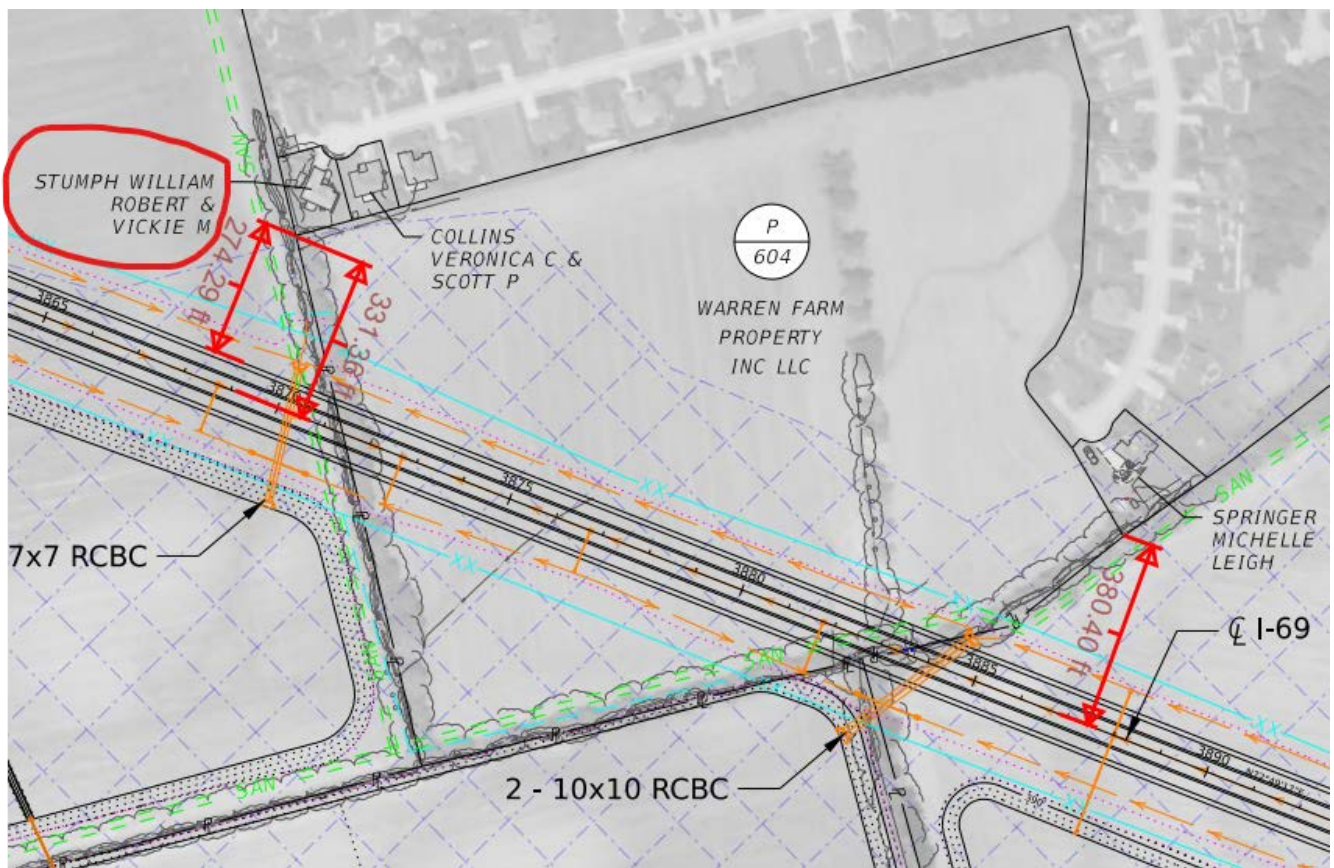
Since it is so close to my subdivision, I am interested to know what measures are being taken to suppress sound. Will any type of barrier be installed in this area, similar to the wall that is installed on I69 route on the south side of Evansville (see below)? If nothing is to be installed, what parameters are used to decide when a sound barrier is to be installed? My neighbors and I are the ones who will have to live with these sounds daily.

329-1  
M4

My address is 2342 Cobblestone Drive, Henderson, Ky.







**Rob Stumph, P.E.** | Vice President of Engineering  
(o) 800.844.4832 | (d) 270.831.4606  
PO Box 18 Henderson KY 42420



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- image002.png (8 KB)
- image003.png (3 KB)
- image004.png (3 KB)
- image005.png (27 KB)
- image006.png (701 KB)
- image007.png (842 KB)





## Comment Log

Date: April 1, 2021

Resident Name: Jordan Baer

Resident Address:

Resident Phone:

Email Address: jordanbaer1@gmail.com

Question/comment:

330-1  
A1

I agree that there doesn't need to be 3 auto bridges especially when 1 has to bring in toll revenue but to tear down a 41 bridge instead of reusing it or

330-2  
S1

the other one for a pedestrian bridge to connect Audubon State Park and Henderson with Evansville's Greenway, Eagle Slough, and Ellis Park is really disappointing. I attended almost all of the sessions and gave a

330-3  
S14

printed off power point and I feel like pedestrians were never considered nor the historical value of having both 41 bridges is being considered now.

330-5  
S16

The costs would be limited due to no auto use on the bridge and any maintenance would be paired with the auto 41 bridge. I was excited about this project when it started but I am very disappointed tonight.

330-4  
J11

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

### EVANSVILLE PROJECT OFFICE

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Bobby Barnett <bobby.barnett@14news.com>

4/1/2021 7:45 PM

## WFIE I-69 Tower

To info@i69OhioRiverCrossing.com <info@i69ohiorivercrossing.com> Copy Jay Hiatt <jay.hiatt@14news.com>

---

Info,

Early in the project it was mentioned that the bridge would be moved slightly to avoid WFIE's outer guy anchor on the east side of their property. Is this still part of the scope? Thanks

Bobby Barnett  
Chief Engineer  
WFIE-DT  
1115 Mt. Auburn Rd.  
Evansville, IN. 47720  
Main: 1-812-426-1414 ext. 401  
Direct: 1-812-433-3401  
Cell: 1-812-455-1272  
E-Fax: 1-334-956-0416

331-1  
P4



- 
- image001.png (6 KB)



## Comment Log

Date: April 1, 2021

Resident Name: William Berclaw

Resident Address:

Resident Phone:

Email Address: idstunt@yahoo.com

Question/comment:

So when will the 2nd street exit project start?

How many roundabouts have been decided on?

333-1  
K7

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Brian Bishop

Resident Address:

Resident Phone:

Email Address: bbishop@hendersonplanning.org

Question/comment:

334-1  
K8

Do I understand correctly that Henderson city, school and emergency services leaders are supporting the three roundabout design for I-69/KY 351 interchange?

Comment or inquiry submitted via:

☒ Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Ida Block

Resident Address:

Resident Phone:

Email Address: ida.m.block@gmail.com

Question/comment:

Will the Twin Bridges be down to 1 when I-69 is complete or sooner?

335-1  
B21

Is the entry into IN close to Weinbach and I-69?

335-2  
K9

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Steve Burger

Resident Address:

Resident Phone:

Email Address: sburger@wnin.org

Question/comment:

Why is it necessary to put up a traffic light at the Veterans Memorial Parkway interchange? Why not just tie the limited access roads together without a light?

336-1  
K10

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Richard Cocco

Resident Address:

Resident Phone:

Email Address: rcocco@amg-al.com

Question/comment:

338-1  
B21

One of the twin bridges will be closed. Will the second bridge be taken down?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Gary Davis

Resident Address:

Resident Phone:

Email Address: garyd@indianatrails.com

Question/comment:

Since most metro areas in the Ohio River Valley, and much of the Mississippi River Valley, have bridge shared-use pathways safely connecting two sides of these rivers for wheelchair/bicycle/pedestrian, it is perfectly sensible and expected that Evansville-Henderson should have the same accommodations for our citizens and visitors for the sake of transportation, health, recreation, economic development and tourism attraction. Let's not shortchange "active transportation", non-polluting transportation for all folks traversing from Evansville to Henderson, the American Discovery Trail, U.S. Bicycle Routes, ADA-impacted individuals and local trail/greenway users. Louisville/Jeffersonville, Cincinnati, Milton-Madison, St. Louis, Memphis, Pittsburgh, Quad Cities, Dubuque and Lafayette/W. Lafayette IN have benefited tremendously from such safe/separated/protected pathways  
Thank You!

In addition to the bike-ped-ADA wheelchair needs of the bridge itself, what percentage of the ORX-69 overall budget is being spent on accommodations for bike/ped/ADA-wheelchair in adjacent neighborhoods? Thank You.

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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Gary Davis <garyd@indianatrails.com>

4/2/2021 12:38 PM

## INTERSTATE-95 WHITTIER BRIDGE WITH BIKE/PED/WHEELCHAIR WIDE MULTI-USE PATH

To info@i69ohiorivercrossing.com

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<http://www.walshgroup.com/news/2018/newburyportcelebratescompletionofwhittierbridgei95improvementproject.html>

We see similar examples of bridge shared-use protected pathways up and down the Ohio River Valley, the Mississippi River Valley, and the Wabash River Valley. Let's not leave Evansville-Henderson out of the mix regarding bicycle/pedestrian/wheelchair accommodations on the I-69 Bridge.

Thanks very much!

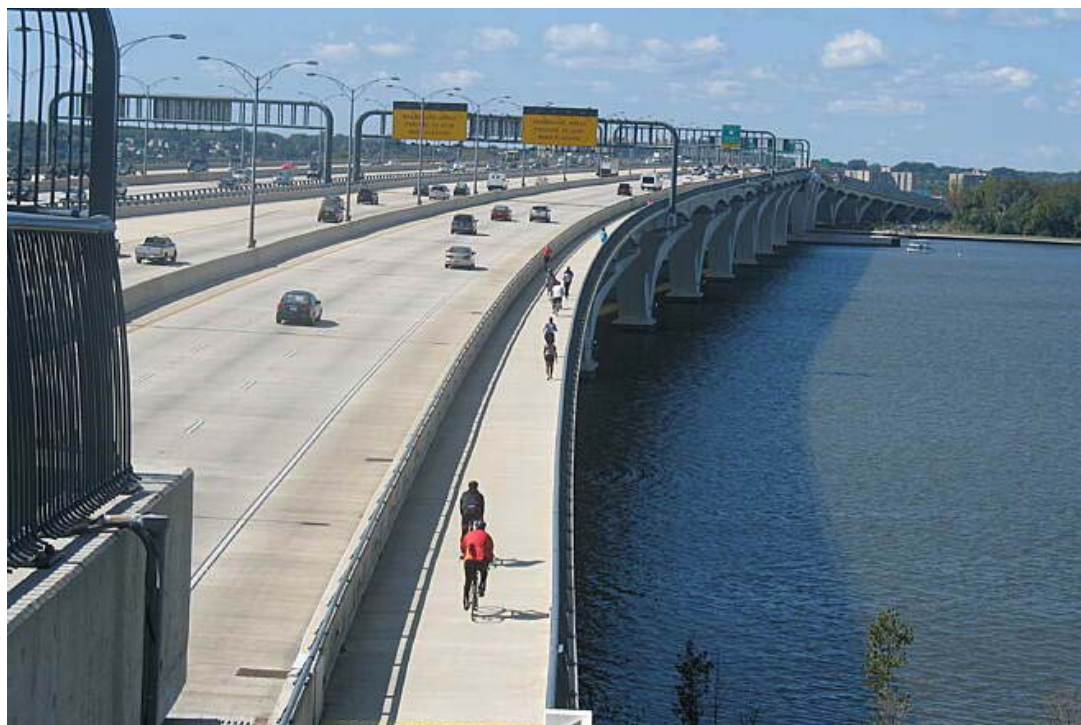
Gary M. Davis  
Community/Governmental Relations Liaison  
Indiana Trails  
317-474-9823 c/text  
[garyd@indianatrails.com](mailto:garyd@indianatrails.com)

Other examples from dozens around the U.S.:

<https://www.courier-journal.com/story/money/louisville-city-living/2019/05/20/jeffersonville-indiana-big-four-bridge-economic-impact-5-year-anniversary/3665100002/>

<https://purplepeoplebridge.com/>

<https://aecom.com/projects/woodrow-wilson-bridge-project/>



<https://www.charlestoncrafted.com/walking-the-ravenel-bridge/>

<https://www.gordiehoweinternationalbridge.com/en/bridging-north-america>

<https://www.youtube.com/watch?v=FiZLW4s5NKY>

- 
- image.png (946 KB)
  - image.png (946 KB)

Gary Davis <garyd@indianatrails.com>

4/12/2021 6:21 PM

## Bridges with Bike/Ped/ADA-disability Accommodations

To info@i69ohiorivercrossing.com

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<https://www.charlestoncrafted.com/walking-the-ravenel-bridge/>

<https://i74riverbridge.com/traffic/webcams.aspx>

<https://i74riverbridge.com/about/benefits.aspx>

<https://www.detroitnews.com/story/news/local/michigan/2020/06/25/officials-gordie-howe-bridge-track-open-24-despite-delays/3260214001/>

Gary Davis <garyd@indianatrails.com>

4/14/2021 8:39 PM

## IOWA'S QUAD CITIES ACCESSIBLE MISSISSIPPI RIVER BRIDGE

To info@i69ohiorivercrossing.com

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Kristina K (04/14/21)

Thank you for your interest in the I-74 Mississippi River Bridge project.

That is correct. The bike and pedestrian path on the Illinois-bound bridge will be ADA compliant and wheelchair accessible. When completed, the path can be accessed via the ramp at River Drive in Moline or Grant Street in Bettendorf. In addition, a hospital-size elevator is planned to be installed in Bettendorf (near the riverfront) to provide additional access to the bike and pedestrian path on the new bridge.

We look forward to your ongoing participation. Please visit our website at [www.I74RiverBridge.com](http://www.I74RiverBridge.com) for more project-specific information, construction updates, and to submit comments; or call 1-866-I74-4ALL (474-4255).

Sincerely,

I-74 Mississippi River Bridge Project Team

Gary Davis <garyd@indianatrails.com>

4/16/2021 1:32 PM

## MULTI-USE PATHWAY ON WOODROW WILSON I-95/I-495

To info@i69ohiorivercrossing.com

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<https://www.facebook.com/wwbtrail/>

Here is the Interstate-95/Interstate-495 Woodrow Wilson Bridge over the Potomac River between Virginia and Maryland at Washington DC. The heavily-utilized shared-use pathway for bicyclists/pedestrians/disabled connects to trails in both states.

Such a non-motorized pathway must be included in the design of the proposed Interstate-69 Bridge at Evansville-Henderson, following the example of metro area bridges up and down the Ohio River and Mississippi River valleys. Thank You.

Gary Davis <garyd@indianatrails.com>

4/16/2021 2:05 PM

## U.S. 60 LESNER BRIDGE, VIRGINIA BEACH AREA WITH SAFE PROTECTED PATHWAYS

To info@i69ohiorivercrossing.com Copy Rothermel, Eric (FHWA) <eric.rothermel@dot.gov>

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Sent to Interstate-69 Bridge (I-69 ORX) project managers.

<https://www.clarknexsen.com/project/lesner-bridge/>

Here is the U.S. 60 Lesner Bridge in the Virginia Beach vicinity. This design takes non-motorized transportation very seriously, with safe/separated/protected multi-use pathways on both sides for bicyclists, pedestrians, and ADA disabled. Indiana Trails, Evansville Trails Coalition, Hoosier Environmental Council, RIDE Illinois, Greenways Foundation, Bike-Walk Tennessee, Southwest Indiana Citizens for Quality of Life, Missouri Bike-Ped Federation, Ohio River Scenic Railway, Hoosier Rails-to-Trails Council, American Discovery Trail, Causes for Change, and members of the Indianapolis Hiking Club, and members of the Indiana Trails Advisory Board are among those advocating for such safe, protected pathways on the proposed Interstate-69 Bridge at Evansville-Henderson. Thank You.



Gary Davis <garyd@indianatrails.com>

4/20/2021 3:45 PM

## RESPONSES TO VIRTUAL MEETING QUESTIONS & FOLLOWUP COMMENTS??

To info@i69ohiorivercrossing.com Copy Indiana Trails <logan@navigrade.com> •  
Richard Vonnegut <trails@indianatrails.com> • Gary Davis <garyd@indianatrails.com> •  
Tom Williams <tbwilliams411@att.net>

---

Greetings I-69 ORX team:

Numerous groups and individuals would like to know when they will receive answers to their questions submitted during the recent April 1 virtual meeting.

The same request applies to comments/questions submitted during the followup 15-day comment period.

Those familiar with DEIS followup comment periods state that the 15-day comment period is unusually and unnecessarily brief, even if other comments may have been submitted/received several years ago.

We request that the followup period for citizen input in response to the recent virtual meeting be extended and duly publicized.

In particular, all organizations serving disabled citizens in Southwest Indiana and Western Kentucky need to be specifically invited and urged to submit commentary. The same should apply to all bicycling, pedestrian, hiking, outdoor, trails, greenways, jogging, running, active transportation, multimodal and complete streets groups, and groups seeking to remediate air pollution in Southwest Indiana and Western Kentucky.

Without serious broad participation from such organizations, the DEIS process will be incomplete, insufficient, and inappropriate compared to other bridge projects around America, will be only car/truck-centric, and will not reflect a broad enough range of the citizens who have brought renewed, record-breaking and historic attention to outdoor activity during the time of Covid.

We thank you so much, and look forward to your response.

Best regards,

Gary M. Davis  
Indiana Trails

Logan Day  
Better Transit Now

Richard Vonnegut  
Hoosier Rails-to-Trails Council



## Comment Log

Date: April 1, 2021

Resident Name: Darald Earles

Resident Address:

Resident Phone:

Email Address: dwearles1@yahoo.com

Question/comment:

Which twin bridge will be closed?

341-1  
B24

Has the design work for the north bridge been done?

341-2  
L2

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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

Project Team member:

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

**HENDERSON PROJECT OFFICE**

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## Comment Log

Date: April 1, 2021

Resident Name: Susan Haislip

Resident Address:

Resident Phone:

Email Address: susan@sycamorelandtrust.org

Question/comment:

Are you anticipating any additional flooding potential for the Eagle Slough Natural Area or the western section of Waterworks Road as a result of this construction?

342-1  
E60

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: David Hachett

Resident Address:

Resident Phone:

Email Address: dchatchett@yahoo.com

Question/comment:

343-1  
B24 → You said you will retain the northbound US 41 bridge. That is the older of the two bridges. Is this correct?

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## Comment Log

Date: April 1, 2021

Resident Name: Deborah Hoda

Resident Address:

Resident Phone:

Email Address: hiddyhoda1@gmail.com

Question/comment:

345-1  
B24

Don't understand keeping older bridge and removing newer bridge. Is this what I heard?

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## Comment Log

Date: April 1, 2021

Resident Name: David Lipka

Resident Address:

Resident Phone:

Email Address: david.lipka@terracon.com

Question/comment:

347-1  
E2

Has the team already executed geotech on the basin to confirm that the material is suitable for highway construction?

347-2  
F1

Does Washington offer any monies to accelerate Section 2?

347-3  
B24

Is keeping the northbound bridge on 41 a commitment or something to be determined?

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## Comment Log

Date: April 1, 2021

Resident Name: Steve Mary

Resident Address:

Resident Phone:

Email Address: steve.mary@terracon.com

Question/comment:

348-1  
F1



What is the funding status for the Main span and the Indiana approach, basically Section 2?

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## Comment Log

Date: April 1, 2021

Resident Name: Lester McCoy

Resident Address:

Resident Phone:

Email Address: lbmccoy@comcast.net

Question/comment:

349-1  
L3

Why not have both Section 1 and 2 construction work in parallel instead of waiting until one completes to begin another? Likely 2 different contractors/operation?

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## Comment Log

Date: April 1, 2021

Resident Name: Amy McDowell

Resident Address:

Resident Phone:

Email Address: awmcdowell89@gmail.com

Question/comment:

350-1  
K14

→ Is I-69 going over 60 or is 60 going over 69?

350-2  
M4

→ Is there going to be a sound barrier between Melody Lane area and I-69?

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## Comment Log

Date: April 1, 2021

Resident Name: Wendy McPherson

Resident Address:

Resident Phone:

Email Address: lilybellettoogie2@gmail.com

Question/comment:

351-1  
P4

How will the Arlington subdivision be affected, particularly Melwood Drive?

Comment or inquiry submitted via:

☒ Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Theodore Miller

Resident Address:

Resident Phone:

Email Address: tedmiller@live.com

Question/comment:

352-1 O1 → Is the new Transportation Secretary supportive of the bridge plans?

352-2 K11 → Will I-69 have a connection to 41 close to Veterans Memorial Parkway so one could possibly come up I-69 and get onto 41 to go north say through Evansville to northern Vanderburgh, Haubstadt, Fort Branch, etc.?

Comment or inquiry submitted via:

☒ Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Donna Nelson

Resident Address:

Resident Phone:

Email Address: donderlee@hotmail.com

Question/comment:

353-1  
B24



Why leave the oldest US 41 bridge?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Sean O'Daniel

Resident Address:

Resident Phone:

Email Address: s.odaniel@outlook.com

Question/comment:

354-1  
K10

The traffic light intersection on the exit ramps from Veterans Memorial Parkway will be modeled by what other traffic light intersection? What is the model?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Neal O'Russa

Resident Address:

Resident Phone:

Email Address: norussa@traylor.com

Question/comment:

It seems that the ramps for I-69 to US 41 could be longer to keep a 55 mph speed limit or so since everyone will be using that interchange for 5+ years until Section 2 is completed.

Even though it is a free flow interchange, it will back up majorly when traveling north in the am and south in the pm.

355-1  
K15

Comment or inquiry submitted via:

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## Comment Log

Date: April 1, 2021

Resident Name:

Resident Address:

Resident Phone:

Email Address: monty@parrishshop.com

Question/comment:

356-1  
I3

How does one move farm equipment across the river?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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David Septer <dhsepter@twc.com>

4/1/2021 7:28 PM

## My Location

To info@i69ohiorivercrossing.com

---

358-1  
P4

My address is 2106 Zion rd. Henderson Ky. What are the plans for my driveway as your projec ons show new construc on there? I own the property next to the construc on at 351/I69.

David Septer  
Home 270 826 6591  
Mobil 279 844 2422



## Comment Log

Date: April 1, 2021

Resident Name: Sharon Vanzant

Resident Address:

Resident Phone:

Email Address: britespot@windstream.net

Question/comment:

359-1  
K12

Will there be an exit off 69 to US 41 strip by way of Watson Lane?

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## Comment Log

Date: April 1, 2021

Resident Name: Richard Vonnegut

Resident Address:

Resident Phone:

Email Address: trail@indianatrails.com

Question/comment:

Will the Merrill Trail or any bike/hike/wheelchair 2-way trail continue across I-69 bridge to Evansville? If not, why not? If not, then why would ROD approve this transportation bridge? If there is not enough money to build a bike/hike/wheelchair trail, then why not wait until the money is found?

360-1  
S10

360-3  
S13

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## Comment Log

Date: April 1, 2021

Resident Name: Bayard Walters

Resident Address:

Resident Phone:

Email Address: budbayard@aol.com

Question/comment:

361-1  
K13

How will Kimsey Lane be improved from Adams Street and US 60 as it is rerouted? Is it possible to allow a southbound entrance to I-69 where Kimsey is rerouted? Will Kimsey be widened?

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## Comment Log

Date: April 1, 2021

Resident Name: John Warren

Resident Address:

Resident Phone:

Email Address: volkspower@yahoo.com

Question/comment:

362-1  
H34

How much will the toll be?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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## Comment Log

Date: April 1, 2021

Resident Name: Tom Williams

Resident Address:

Resident Phone:

Email Address: tom.williams@hkywater.org

Question/comment:

363-1  
S10

Has consideration been given to walk/bike paths along the route, specifically from the Merrill Trail to US 60 East?

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## Comment Log

Date: April 1, 2021

Resident Name: Derek Zollinger

Resident Address:

Resident Phone:

Email Address: derek@navigrade.com

Question/comment:

Vanderburgh County Commissioners call for two hike and bike lanes to be added to designs allowing for active transportation options to cross the Ohio River in 2018. The DEIS does not mention designs for active transportation. Is the ORX 69 project ignoring active transportation advocates who call for bike and hike options to cross the Ohio River?

What safety considerations were made for a bicyclist who wants to ride from Henderson to Evansville or vice versa?

X Virtual Meeting ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

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



Walter.gleim@gmail.com <walter.gleim@gmail.com>

4/2/2021 8:42 AM

## Closing of south bound bridge

To info@i69ohiorivercrossing.com

365-1  
B8

It seems to me to be a very stupid move to close the newer larger bridge and retain the smaller much older bridge. The one you are keeping is near 90 yrs old. The larger newer bridge is somewhere closer to 60 yrs. old. If there is a logical reason I would like to hear it. It just doesn't make sense. Also you need to ban large trucks from using the bridge you keep so it will last longer. Put them on the new bridge.

365-2  
A16

Walter Gleim  
10720 Havenwood Meadows Dr  
Evansville IN 47725

Sent from my iPhone

Mason Antonio <masonantonio894@gmail.com>

4/2/2021 11:06 PM

## Ohio Bridge Crossing and Construction Date

To info@i69ohiorivercrossing.com

---

366-1  
R3

Dear people of I69RiverCrossing

My questions to you guys is what would the bridge look like? How has covid affected the cost of this project? And how soon can this project take off since the construction in Martinsville is taking off as well?

366-2  
L2

Thank you for your time to answer this question.

Daniel Pagliaro <daniel.pagliaro@gmail.com>

4/2/2021 8:23 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Daniel Pagliaro

**Email**

[daniel.pagliaro@gmail.com](mailto:daniel.pagliaro@gmail.com)

**Subject**

ORX Bridge Design

**Message**

Good morning,

I'm curious as to what type of bridge design the I-69 ORX will be (e.g., continuous girder and floorbeam, suspension, cable-stayed, truss, etc.).

Thank you.

Daniel (Dan) Pagliaro

367-1  
R3

Herman Rusche <hfrusche@aol.com>

4/3/2021 11:26 AM

## I-69 Ohio River Crossing

To info@i69ohiorivercrossing.com

368-1  
B7

I watched your webinar on Thursday evening. It was well done, clearly informative and encouraging. I am excited about the plans, only that it would happen sooner. I still have apprehension about altering the old Twin Bridges to only one bridge with 1 lane in each direction, especially because the approaches to the bridge both from the south and the north are 2 lane highways and traffic will have to merge coming from each direction. This in my experience is a traffic arrangement that could (maybe even likely) cause increased congestion, crashes and possibly fatalities. I understand that there are costs in maintaining 2 bridges over that of just one bridge. I would like to suggest rather than tearing down the bridge needing extensive repairs, we "mothball" that bridge for say 2-3 years and let US 41 operate with just one bridge for that period of time. During that period of time we could monitor congestion and accident/fatality rates to see whether a single lane bridge is adequate and safe. If it is, then demolish the unused bridge. If however a single bridge proves to be inadequate or unsafe and 2 lanes each direction are really needed, then determine the cost and efficacy comparing rehabilitating the bypassed bridge versus demolition and building a totally new 2nd bridge.

Thanks for all you are doing.

Sincerely

Herman Rusche  
Newburgh, IN

Larry Wedding <lm.wedding@hotmail.com>

4/3/2021 7:27 AM

Why are not hey closing the south bound bridge instead of north bound.

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Why have they decided to close the South bound bridge, which is newer, than the North bound bridge?

369-1  
B24

Tom Drennan <tomrotary6060@gmail.com>

4/5/2021 10:51 AM

## I69 Bridge

To info@i69ohiorivercrossing.com

370-1  
S11

I would like to ask that consideration for pedestrians, cyclists and wheel chair users be considered for this bridge crossing the Ohio River at Evansville Indiana. As a avid cyclist I cross major rivers on a weekly basis, such as the Missouri River in St Charles Missouri today, and the Mississippi River at Alton Illinois about a week ago. You should give strong consideration to adding a pedestrian and bicycling protected path

And by the way I have cycled in Indiana both in 2021 and in 2020 in the French Lick and surrounding areas.

With all due respect.

--

Tom Drennan  
Saint Louis Mo  
314 570 5057

Rotary District 6060 Governor 2020-2021



Andrew Geil <ageil2@gmail.com>

4/5/2021 9:39 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Andrew Geil

**Email**

[ageil2@gmail.com](mailto:ageil2@gmail.com)

**Phone**

(130) 953-3300

**Address**

United States

[Map It](#)

**Subject**

I-69 Ohio River Crossing project

**Message**

Hi there! Please accept this as public comment. Please consider including accommodations for cyclists, pedestrians, or those in wheelchairs to cross the bridge for the I-69 Ohio River Crossing Project. Thank you!

371-1  
S11

Julie Globokar <julie.globokar@gmail.com>

4/5/2021 9:55 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Julie Globokar

**Email**

[julie.globokar@gmail.com](mailto:julie.globokar@gmail.com)

**Subject**

Lack of Bike/Pedestrian Infrastructure for I-69 River Crossing

**Message**

I just learned of the proposal for an I-69 bridge that fails to provide infrastructure for pedestrians or bicyclists. This would be a missed opportunity to account for growing trends toward the development of walkable/bikeable spaces for reasons of accessibility, health/wellness, and environmentalism. Given the challenges of “retro-fitting” such infrastructure, I would strongly advocate for adjustments in the proposed design to be able to safely accommodate these modes of transportation. One strong model, though surely there are many others, is Austin, TX, which has developed pedestrian and bike bridges/paths that have greatly enhanced access to resources on both sides of the river and boosted its reputation as a highly walkable/bikeable city, adding to its appeal for tourists and those who are looking to relocate - in fact I would argue it's one of the lifestyle draws that is contributing to it being one of the fastest-growing cities in the United States. I strongly urge you to consider a more forward-looking bridge design that is inclusive of all modes of transportation.

372-1  
S11



Petra Hofmann <petrahof@gmail.com>

4/5/2021 9:58 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Petra Hofmann

**Email**

[petrahof@gmail.com](mailto:petrahof@gmail.com)

**Phone**

(331) 642-0625

**Subject**

Missing Plans

**Message**

Missing are the accommodations for bicycle and pedestrian access. IMHO no improvements or changes that don't make facilities pedestrian and bicycle friendly should not be constructed. Petra

373-1  
S11



Barry Isralewitz <barry.isralewitz@gmail.com>

4/5/2021 1:20 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Barry Isralewitz

**Email**

[barry.isralewitz@gmail.com](mailto:barry.isralewitz@gmail.com)

**Phone**

(217) 419-4061

**Address**

605 S. Broadway Ave.  
Unit D  
Urbana, IL 61801  
United States  
[Map It](#)

**Subject**

Cyclists, pedestrians, wheel chairs

**Message**

Hello,

Have bicyclists, pedestrians, and wheelchair users been largely overlooked here? Am I missing something in the plans? There is applicable law that all users have to be accomodared, yes? Please let me know what's going on / what I might be missing here -- that is, essentially what the plans actually are for the above users.

374-1  
S11

Thanks,  
Barry Isralewitz, PhD

Susan Jones <sjones@parkland.edu>

4/5/2021 9:37 AM

## This tourist will stay away

To info@i69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

No regard for nonmotorized? \*\*\* what century are you in???? \*\*\*\*

375-1  
S11

Susan Jones, Academic Development Specialist

Parkland College

Center for Academic Success D120

217-353-2056

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Russ Manuel <surlymon1@gmail.com>

4/5/2021 2:13 PM

## I-69 Crossing Project

To info@i69ohiorivercrossing.com

---

Hello,

As an avid cyclist I am surprised that this project seems to have no consideration for cyclists, pedestrians and disabled folks being able to cross. Most projects of this type today are including accommodation for such users. Please reconsider what seems to be a very short sighted outlook when this was designed.

Thank you,  
Russ Manuel

376-1  
S11

Sarah Parker <sparker@shelter-care.org>

4/5/2021 12:42 PM

## Bridge crossing

To info@l69ohiorivercrossing.com

---

I've recently become aware that you're investing in a new bridge crossing with no access for anyone not in a vehicle. This is very short sighted and is prejudicial towards people without the resources to own a vehicle. Reconsider your proposal.

Sincerely,

Sarah Parker-Scanlon

377-1  
S11

victoria pineda <vpineda34@yahoo.com>

4/5/2021 9:36 AM

## I-69 Ohio River Crossing Comments

To info@i69ohiorivercrossing.com

---

Dear reader,

To construct a \$1 billion+ roadway project in 2021 and not consider alternative methods of transportation is a slap in the face to the general public, your general public. This bridge is surrounded by a state park, a state forest, and a natural area. It is a no-brainer that cyclists and pedestrians (including wheelchair accessible) will want to cross the river without the use of a vehicle.

Please consider being more inclusive with infrastructure that promotes health, well-being, and being active.

Sincerely,

Victoria Pineda

Sent from Yahoo Mail for iPhone

378-1  
S11



Adriane Powell <adrianepowell717@gmail.com>

4/5/2021 11:17 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Adriane Powell

**Email**

[adrianepowell717@gmail.com](mailto:adrianepowell717@gmail.com)

**Phone**

(309) 838-7120

**Address**

1208 Fell Avenue  
Bloomington, Illinois 61701  
United States  
[Map It](#)

**Subject**

i69 Ohio River Crossing

**Message**

It is imperative that the new crossing include accessibility by pedestrians, cyclists, or those in wheelchairs.

Cars and trucks are not the only vehicles that need this access. I, along with many others, implore that you build a structure that doesn't simply cater to cars and trucks.

379-1  
S11

David Septer <dhsepter@twc.com>

4/6/2021 6:10 AM

## Property Owner

To info@i69ohiorivercrossing.com

---

I am requesting specific information for my property at 2104 and 2106 Zion rd. Please send via regular mail about what the plan is for my location relating to the I69 351 intersection construction. The current information that I have, indicates the north bound ramp will cross my property.

Thankyou.

Mailing address:

David Septer  
2106 Zion Rd.  
Henderson Ky.  
42420.

David Septer  
Home 270 826 6591  
Mobil 279 844 2422

380-1  
P4

M Stewart <humanpoweredusa@gmail.com>

4/5/2021 1:59 PM

## Bridge comments

To info@i69ohiorivercrossing.com

---

Hi, Please add accessibility to this bridge, and all future roads and bridges for Cyclists and , wheelchairs and pedestrians. This should be part of all projects.  
Thanks in advance.  
Mike Stewart

381-1  
S11

Cheryl Zalenski <cmzalenski@hotmail.com>

4/5/2021 10:03 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Cheryl Zalenski

**Email**

[cmzalenski@hotmail.com](mailto:cmzalenski@hotmail.com)

**Phone**

(773) 339-5025

**Address**

4849 N Natchez Ave  
Chicago, IL 60656  
United States  
[Map It](#)

**Subject**

proposed I-69 Ohio River Crossing

**Message**

It is unbelievable that this 1.5B project DOES NOT include accommodations for cyclists, pedestrians, or those in wheelchairs to cross the bridge. How can this project have gotten this far without any accomodation for persons not using motor vehicles? It is both reprehensible and irresponsible to propose and plan a project that doesn't have such accomodations. I urge you to add facilities for other users before moving forward.

382-1  
S11

Dave Simmons <dave@rideillinois.org>

4/9/2021 10:40 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

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**Name**

Dave Simmons

**Email**

[dave@rideillinois.org](mailto:dave@rideillinois.org)

**Address**

815 Leicester Rd  
Apt 314  
Elk Grove Village, IL 60007  
United States  
[Map It](#)

**Subject**

Bike/Ped Accommodations on I-69 Bridge

**Message**

Good morning. I'm writing on behalf of Ride Illinois – the statewide, nonprofit bike advocacy organization in Illinois. Ride Illinois strongly supports the request to include accommodations for pedestrians, cyclists, and other non-motorized methods of transportation on the I-69 bridge between Indiana and Kentucky. This once-in-a-century project is an opportunity to build for the future of transportation, not just present-day transportation (i.e. cars and trucks).

In addition, southern Indiana is high on the list of our members' travel destinations due to its rolling hills, quaint towns, and abundance of parks and forests. As a result, our organization strongly supports the need to add protected bike/ped infrastructure to the I-69 bridge.

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

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

Thank you for your attention to this matter and this important request.

Sincerely,  
Dave Simmons  
Executive Director

384-1  
S11

Jim Garlits <jgarlits@gmail.com>

4/9/2021 2:29 PM

## Pedestrian and Cycling Accommodations on the Interstate-69 Bridge (I-69 ORX)

To info@i69ohiorivercrossing.com

I would like to request the adoption of bike, pedestrian, and multi-modal non-motorized accommodations on the new Interstate 69 bridge (ORX) and on the US 41 bridge. Any such bridge design adopted these days should include such accommodations as a matter of course. Non-motorized users of these spans have as much right to cross as someone in a vehicle, and such standards are rightly becoming commonplace across the U.S. for good reason.

It is not only a matter of the right of all citizens to have access to the same destinations as their motorized counterparts, it is a matter of social justice. For ORX to proceed without such accommodations shows an outdated and counterproductive mindset.

Bridges are analogous to creating opportunities to connect. If those connections are only for certain people in certain circumstances, we need to step back and re-evaluate our intentions. Let's make this bridge for all users, and a model for the future.

Best,

Jim Garlits  
Board Member  
Indiana Trails Community

David Griffith &lt;davidwaynegriff65@gmail.com&gt;

4/11/2021 3:36 PM

## April 1st Vitual Public Meeting

To info@i69ohiorivercrossing.com

Central Alternative 1B Modified is the best option to build. Unfortunately, progress comes at a sacrifice to one of the US 41 Twin Bridges. It will be a major change for the better. The new Interstate 69 Ohio River Bridge will be "a gateway to Memphis," a major distribution center and commercial hub in the Mid-South. Completion of the bridge should provide efficient access to Houston, New Orleans, and other communities in the southern United States. Keeping the remaining US 41 bridge as an alternate route to Henderson, toll free, is prudent for the area.

386-1  
A27

St. Louis, Missouri and Memphis, Tennessee are both major U. S. cities standing on the Mississippi River. Both are two states away from Indiana. St. Louis is approximately 255 miles from New Albany, Indiana. Yet, all across Southern Indiana, St. Louis is posted as the control city on directional signage along I-64 west. Likewise, Indiana should post Memphis as the control city on directional signs on I-69 south at Evansville, particularly, at the Lloyd Expressway, Green River Road, and Veterans Memorial Parkway interchanges. The recognition should eliminate any confusion of where motorists are headed. Since Henderson is a border city on the new route, it should be included (see photo).

386-2  
I12

The Indiana Department of Transportation (INDOT) can lead the way to the new Ohio River bridge with proper signage. Mileage information signs, placed south of the Lloyd Expressway and before the new bridge should include the distances to Henderson, Madisonville, and Memphis (see photo). The information will be helpful to families who travel to St. Jude Children's Research Hospital. The signage would set the tone for what lies ahead entering Kentucky.

When the new bridge and new terrain roadway leading to it are complete, I-69 will shift approximately 1.5 miles east on the Indiana side. A portion of existing interstate roadway that crosses over Weinbach Avenue will be named as part of Veterans Memorial Parkway. In addition, can INDOT designate this short roadway as I-569, a connector between US 41 and I-69? It would follow INDOT's pattern in Boone County, near Indianapolis, where a short I-865, links I-65 to I-465.

386-3  
O4

Thank you,  
David Griffith

- 20210411\_095025.jpg (3 MB)
- 20210411\_092958.jpg (2 MB)

Andrew Hartmann <andrewdavidhartmann@gmail.com>

4/11/2021 11:32 PM

## Pedestrian and bicycle accomodations

To info@i69ohiorivercrossing.com

Please consider including accomodations for pedestrian and bicycle access across the Ohio River for the I-69 project...I am but one of many cyclists in this area that would regularly enjoy and deserve this access. A dedicated pathway would be an incredible addition to the current trail system in both of our communities.

Andy Hartmann, avid cyclist, Evansville Indiana

387-1  
S11



Mark Hatlestad <mhatlest@gmail.com>

4/11/2021 7:23 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

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**Name**

Mark Hatlestad

**Email**

[mhatlest@gmail.com](mailto:mhatlest@gmail.com)

**Phone**

(651) 338-1354

**Address**

1105 SE 1ST ST  
B5  
Evansville, IN 47713  
United States  
[Map It](#)

**Subject**

Create Pedestrian Access to the Bridge!

**Message**

Hi there,

It's a real shame that the current proposal does not allow any accommodations for pedestrians and bicycles. Have two communities that are so close together only be accessible by car is completely absurd. Please consider some form of pedestrian/bike accommodations in the project so this infrastructure can be built out.

388-1  
S11

Thanks,

-Mark

Jess Rowe <jess.a.rowe@gmail.com>

4/11/2021 9:24 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

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**Name**

Jess Rowe

**Email**

[jess.a.rowe@gmail.com](mailto:jess.a.rowe@gmail.com)

**Phone**

(812) 798-1260

**Address**

7309 Big Cynthiana Road  
Evansville, Indiana 47720  
United States  
[Map It](#)

**Subject**

Walking/Cycling Lanes

**Message**

Good evening. I'm concerned about a dedicated path for foot and bicycle traffic not being a part of the plan for the highway 41 bridge. With more and more people traveling by foot and bicycle, this seems like the perfect time to plan for a safe path for non-motorized traffic.

389-1  
S11

Edward Wells &lt;ewells44@live.com&gt;

4/10/2021 12:38 PM

## Comments ORX Section 2

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

Sent from [Mail](#) for Windows 10

2021-04-10

I-69 Comments

Interested parties are welcome to weigh in with their ideas and suggestions.

1. "Construction on the Kentucky section will start next year. The second phase will begin in 2025 with completion scheduled for 2031." If additional revenue and funding could be found it would be great if both sections were worked on at the same time and the completion date to be moved up by 5 years.

390-1  
L3

2. New Veterans Memorial Parkway interchange



The revised design of the Interchange with existing I-69 in Indiana is a great improvement. Congratulations. It is so much better than the loop ramp that was previously included to provide access for eastbound traffic from Veterans Memorial Parkway heading north on I-69. I disagree with the revised design including a signalized intersection of two ramps: (1) eastbound Veterans Memorial Parkway to northbound I-69 and (2) northbound I-69 to westbound Veterans Memorial Parkway. If you could keep this layout but alter this design and get rid of the traffic signal then you would provide a more direct route and have a true interchange. Is it possible to replace the traffic signal with an overpass of either lane of travel? A three level interchange? Please incorporate a better Section 2 northern terminus interchange into the current design plans.

Thank you.

390-2  
K10

Sincerely,  
Edward Wells

- 
- 3601B985B3AB476B885D1EB15554FE8E.jpg (16 KB)

Emily Ashby <emilyashby4@gmail.com>

4/12/2021 12:03 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

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**Name**

Emily Ashby

**Email**

[emilyashby4@gmail.com](mailto:emilyashby4@gmail.com)

**Address**

Evansville  
United States  
[Map It](#)

**Subject**

I-69 ORX Project

**Message**

The inclusion of pedestrian, bicycle, and ADA accommodations in the I-69 ORX Project is vital to continuing the growth of active/alternative transportation in the local area. As a cyclist myself, I urge you to make safe accommodations for cyclists, hikers, and those in wheelchairs a part of this project.

391-1  
S11



MSN Service <jbawcum@live.com>

4/12/2021 5:07 PM

## Bicycle & Pedestrian Accommodations for new I 69 bridge.

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

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I am requestng tha t bicycle & pedestrian accommodaons be included in the plans f or the new I 69 bridge over the Ohio River.

392-1  
S11

Thank you for your me.

John Bawcum  
574-595-0819.

Diane Bies <biesdi@aol.com>

4/12/2021 12:10 AM

## Bridge

To info@i69ohiorivercrossing.com

Please include some safe Crossing for cyclists, pedestrians, and those with disabilities. It is very important to our area that we have a crossing that would be safe for these people. I am involved with several groups who cycle across the country annually. If we had a safe crossing this could bring more tourists to our areas. It would also be a great connection to our communities.  
I am sending this request both as an individual and as the vice president of Evansville bicycle club.

Thank you!

Diane Bies

(812)453-9966

Sent from my iPhone

393-1  
S11

Scott Bosma <scott@bosmahomes.com>

4/12/2021 3:48 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Scott Bosma

**Email**

[scott@bosmahomes.com](mailto:scott@bosmahomes.com)

**Address**

122 west main st  
Newburgh IN  
United States  
[Map It](#)

**Subject**

Pedestrian access for I69 Bridge

**Message**

Please make pedestrian access a priority for this bridge project! It will benefit the citizens & the business on both sides of the river in so many ways.

Thank you,

394-1  
S11





Ashley Carter <stolen.feathers@gmail.com>

4/12/2021 11:26 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Ashley Carter

**Email**

[stolen.feathers@gmail.com](mailto:stolen.feathers@gmail.com)

**Subject**

Pedestrian, Bicycle, and ADA accommodations

**Message**

Please include pedestrian, bicycle, and ADA accommodations on future construction crossing the Ohio River. It's currently impossible to do so in this area and having those capabilities would open up opportunities for both KY and IN.

395-1  
S11

mchristian@walkbikeevv.org

4/12/2021 11:46 AM

## 1-69 ORX Bridge

To info@i69ohiorivercrossing.com

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To whom it may concern,

I am writing to you today with concerns for the future design plans for the I-69 Bridge. Being a resident of Evansville, IN who frequents Kentucky by driving across the Evansville/Henderson bridge. I have not seen any designs that would take in any considerations for pedestrians, hikers, bicyclist, and a person with disabilities. In other cities there have been successful bridge designs that accommodated all of who I just mentioned.

I know there have been accidents on the Evansville/Henderson bridge that included the population that I mentioned above because that is a mode of transportation for an individual.

So, with a new bridge being built my thoughts were why haven't they thought of everyone? I do believe with the current plans for the I-69 Bridge you are doing the residents of both states and tourist a disservice. Please take this time to go back to the drawing board to so there are no barriers for anyone.

Thank you for your time.

Best,  
Mychelle C. Christian, M.H.A  
Active Transportation Liaison  
Evansville Trails Coalition  
(812) 200-6289



Virus-free. [www.avg.com](http://www.avg.com)

Don Cummings <don.cummings.biz@gmail.com>

4/12/2021 7:02 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

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**Name**

Don Cummings

**Email**

[don.cummings.biz@gmail.com](mailto:don.cummings.biz@gmail.com)

**Address**

990 South Haven Road  
Greenwood, IN 46143  
[Map It](#)

**Subject**

including pedestrian /cycling infrastructure in the hwy 41 Ohio River crossing

397-1  
S11

**Message**

As a Hoosier trying to stay healthy in my golden years... I find hiking and biking to be key. Further, I have been active in my own community for two decades in ensuring sufficient and always-improving infrastructure. What I have learned is that any current projects that are allowed to exclude the installation of such safe accommodations for these activities...is ultimately a failure for our future. Any gap left in such a system is essentially now permanent. Whether it's a new housing development, or a bridge over the Ohio River....we don't want a short sub-mile gap in the middle of an otherwise contiguous system of trails, pathways, cycling lanes, and sidewalks. Please do not move ahead with the proper infrastructure. Without it, we can never have the interstate connections so important to cycling travel. Thank you.

David Earley <notitisthee@gmail.com>

4/12/2021 9:29 PM

To info@i69ohiorivercrossing.com

398-1  
S11

I believe that there should be an alternative route for people to walk, bike, or wheelchair across river. In this day and age there is no reason for this. In fact instead of tearing down one of the 41 bridges, why not refurbish it as a walking biking bridge.

398-2  
S1

Mary Emmrich <auntthrax@hotmail.com>

4/12/2021 1:03 PM

## I-69 ORX Comments and concerns

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com> Copy  
Senator.Niemeyer@iga.in.gov <senator.niemeyer@iga.in.gov>

399-1  
S11

Good morning! I am writing to request that the refurbished or newly built bridge(s) servicing the traffic currently carried by the US Highway 41 bridges include a handicapped-accessible, 10-foot trail lane on both sides of the bridge for both pedestrians, cyclists and non-vehicular traffic. I also request that such a trail be free of any toll, and that parking areas be included for pedestrians to safely access the walkway.

I am a bridge walker - I have traveled all over the United States specifically to walk bridges. I recently traveled to San Francisco to cross the Golden Gate Bridge, and I am working on plans for next bridge crossing adventure in Cincinnati.

I have crossed the Ohio at Utica on the Lewis and Clark Bridge, a grand cable-stayed structure that is inviting to walkers. I stayed overnight in Charlestown and ate in two different restaurants there. Adding a non-vehicular pathway is a way to boost local economy while promoting healthier lifestyles. I would certainly travel to the area to both drive across and walk across ("double-cross" - Kentucky and back) this structure.

I appreciate your time in considering this small but very impactful addition to the I-69 ORX bridge structure. You may contact me at this e-mail with any concerns or comments you may have.

Mary K. Emmrich  
P O Box 275  
Morocco, IN 47963

"Mary Kay is one of the secret masters of the world - a librarian. They control information. Don't ever piss her off."  
Spider Robinson The Callahan Touch

Andrew Epperson <eppand@gmail.com>

4/12/2021 9:30 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Andrew Epperson

**Email**

[eppand@gmail.com](mailto:eppand@gmail.com)

**Subject**

I-69 ORX project comment

**Message**

I am writing to express my support for the inclusion of dedicated pedestrian and bicycle facilities on the new bridge design.

Thank you.

400-1  
S11



Richard Ferrell <richard\_ferrell@sbcglobal.net>

4/12/2021 10:16 PM

## I-69 ORX Comments/Feedback

To info@i69ohiorivercrossing.com

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Please consider, address and include adequate provisions for safe crossing by pedestrians, hikers, runners, bicyclists, and people with disabilities over the proposed new bridge I-69 Ohio River Crossing (ORC).

Thanks,  
Richard E Ferrell  
Indiana Resident

Sent from my iPhone

James Gange <jgange@hotmail.com>

4/12/2021 5:31 PM

## Safe bicycle and walking trail over the Ohio River

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Including a plan for safe travel for non-motorized transportation is essential to promote tourism in this area. We are losing visitors to Wisconsin and Michigan who promote this increasingly popular form of recreation and commuting.

Thank you,  
James Gange

Sent from my iPad

402-1  
S11



kk theplanningworkshop.com <kk@theplanningworkshop.com>

4/12/2021 5:57 PM

## Include pedestrian, bicycle, and ADA accommodations on I-69 ORX bridge design!

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

403-1  
S11

I am one of Indiana's handful of Fellows of the American Institute of Certified Planners (city planners) and I am a bicycle tourist and urban hiker. I am very concerned about the **I-69 ORX bridge design from Evansville, Indiana, to Henderson, Kentucky**. Pedestrians, hikers, bicyclists, and citizens with disabilities will be left out of this future regional connection. If separated pedestrian, bicycle, and accessible accommodations are disregarded, or ignored, regional and national trail systems and bicycle routes will have connectivity barriers. People like me who choose active transportation, and people with disabilities will continue to have difficulties finding safe ways to cross the Ohio River, as already documented in Chapter 4 of the Draft Environment Impact Statement (DEIS). **ORX Project Managers' minimal distribution of the I-69 ORX DEIS was**

403-2  
S18

**below industry standards for public input, with their failure to reach out to trails, hiking, walking, cycling, greenways, and disability advocates and organizations!**

403-3  
S14

No serious contemplation, or account for all other mobility needs were offered to people walking, hiking, cycling, or using wheelchairs, as recommended by various standardized methods provided by the United States Department of Transportation (USDOT) and American Association of State Highway and Transportation Officials (AASHTO). Between Louisville and the Mississippi River there are no safe crossing options for hundreds of miles (except the Cave-in-Rock Ferry). ***I am an experienced cyclist and I cannot imagine riding my bicycle over the remaining US 41 bridge — I would feel very unsafe!***

403-4  
S11

**As an interested pedestrian and bicyclist and an experienced transportation planner, I call FOUL on this design and the process to date!** We need safe, separated, and protected accommodations within the I-69 ORX bridge design, which are common accommodations in metro areas along the Ohio and Mississippi Rivers in the Midwest, as well as within the MPA and MPO areas along the Wabash River in Indiana.

Sincerely,

Kimberly K. Gerhart-Fritz, FAICP  
7829 Wawasee CT.  
Indianapolis, IN 46250  
317-501-1988  
[KK@theplanningworkshop.com](mailto:KK@theplanningworkshop.com)

Matthew Knight <mknight1276@gmail.com>

4/12/2021 4:35 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Matthew Knight

**Email**

[mknight1276@gmail.com](mailto:mknight1276@gmail.com)

**Phone**

(812) 589-1563

**Address**

118 S Saint James Blvd  
Evansville, Indiana 47714  
United States  
[Map It](#)

**Subject**

I-69 Bridge

**Message**

As a police officer and avid cyclist, I ask you consider including a lane for pedestrian/bicycle traffic to cross the Ohio River from Evansville to Henderson. I understand there are many factors that may go into planning and implementing such a request and I am certain that the priority falls on vehicular traffic. Please consider a bike/pedestrian lane(s) for the safety of those that choose to recreate across the Ohio River. This will also allow vehicular traffic to be unimpeded by the slower traffic.

404-1  
S11



mitchluman &lt;starman@wowway.com&gt;

4/12/2021 9:16 PM

## I-69 ORX Ohio River Crossing Comment

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com> Copy  
AA Owner Mitch Luman <starman@wowway.com>

I would like to make this comment regarding the I-69 bridge crossing at the Ohio River.

Sometimes I am a pedestrian. Sometimes I ride my bicycle. I also drive a motor vehicle. I understand that the majority of people crossing the bridge(s) over the Ohio River now and in the future will be operators of motor vehicles and trucks, however, I would like to see something in your plan that addresses the needs of pedestrians and cyclists.

The pandemic has created the need for more infrastructure to support transportation modes other than driving. Why is it that I do not see any active transportation modes in your draft plan for the bridge crossing? I seem to recall that this was included in the environmental impact statement at one point and are there not USDOT standards when it comes to providing for non-motorized transportation alternatives for new highway projects? Circling back to my opening paragraph, I would like to see a safe way to cross the Ohio River by bicycle or on foot included in the I-69 Ohio River Crossing Project. Currently, there are no safe means to cross the River by foot or by bicycle in our area, or anywhere nearby for that matter.

Bridges just don't cross rivers. They have the ability to tie communities together. The Ohio River currently serves as both a geographic and cultural barrier between Indiana and Kentucky. I believe in that making provisions for active transportation across the Ohio River would bring the two communities of Henderson and Evansville closer together. It will also better serve the generations to come who will someday ask, "why did they just have a project that only benefited motor vehicles?"

Respectfully,

Mitch Luman  
1644 E Blackford Av  
Evansville IN 47714

James Pinnick <jdpinnick08@gmail.com>

4/12/2021 5:55 PM

## Pedestrian bicycle crossing on I69 bridge

To info@i69ohiorivercrossing.com

---

To whom it may concern

On behalf of all pedestrians, bicyclists, and wheelchair users, ETC and partner groups such as Indiana Trails, Greenways Foundation of Indiana (and many more) are advocating for safe, separated, and protected accommodations within the I-69 ORX bridge design.

Please look at adding safe accommodations for pedestrians, bicycles and wheelchairs in the bridge design. The best time to implement the change is now.

Having hiked and biked in various areas including Louisville this will only add to the appeal of your area for travel and trails for exercise for residents alike.

Please consider this.

Thanks

JD Pinnick

406-1  
S11

Dawn Ritchie <dawn.ritchie@cityoffortwayne.org>

4/12/2021 4:53 PM

## Inclusion of Pedestrian and Bicycling Facilities on the I-69 Ohio River Crossing

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

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I urge you to include separated pedestrian and bicycling facilities on this new bridge over the Ohio River.  
Thank you for your consideration!

Dawn Ritchie, M.P.A.  
Greenways & Trails Manager  
Cityzens Square  
200 E Berry St, Suite 210  
Fort Wayne, IN 46802  
260.427.6002



FW PUBLIC WORKS  
**Greenways  
& Trails**  
*In Your Neighborhood*

- 
- image001.png (20 KB)

Jared Shade <jared.shade@nomadtechgroup.com>

4/12/2021 12:01 PM

## I69 River crossing proposal - Comment period

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

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Good morning.

I'm writing to advocate for the inclusion of a safe Ohio river crossing for pedestrians and cyclist in the new proposal. I am an avid cyclist and there currently is no safe route between Evansville and Henderson. Many other Metro areas include safe pedestrian routes over rivers, and I believe leaving this out of new infrastructure plans will lead to segmented communities, and the exclusion of many.

Please consider an alternative plan which would include some type of pedestrian/cyclist route.

Thank you,

**Jared Shade**

*Senior Systems Engineer & Project Manager*

[Jared.Shade@nomadtechgroup.com](mailto:Jared.Shade@nomadtechgroup.com)



310 Main Street  
Evansville, IN 47708  
812-618-4032  
812-618-0679 (fax)  
nomadtechgroup.com

- 
- image001.jpg (4 KB)

trailscoalition@walkbikevv.org

4/12/2021 2:06 PM

# RE: I-69 ORX Bridge Design Plan

To info@i69ohiorivercrossing.com

April 12, 2021

I-69 ORX  
 Project Leaders  
 1970 Barre Court, Suite 100  
 Henderson, KY 42420  
 RE: April 1, 2021 Virtual Meeting - 15 day Comment Period

Dear Project Managers:

The current I-69 ORX bridge design from Evansville, IN, to Henderson, KY, raises concerns. Safe, separated pedestrian, bicycle, and ADA accommodations do not appear within the 2018 Draft Environment Impact Statement (DEIS), which discusses pedestrian and bicycle facilities in chapter 4. Local, state, and national Trailblazers, such as pedestrians, hikers, bicyclists, and citizens with disabilities will be left out of this future regional connection, and utilizing the remaining US Highway 41 bridge, with no improvement of safety is negligent at best. If separated pedestrian, bicycle, and accessible accommodations are disregarded, or altogether ignored, regional and national trail systems and bicycle routes will have further connectivity barriers. People choosing active transportation, or those who do not own, or can afford a car, as well as people with disabilities, will continue to have difficulties finding safe ways to cross the Ohio River.

As stated in the DEIS, after one of the US 41 bridges will be removed, the remaining, narrow, US 41 bridge with no shoulder will not have dedicated pedestrian and bicycle facilities, nor provide a safe option for people, and is deficient in the consideration of all modes of transportation alternatives. As communicated in the DEIS, there will be no pedestrian and bicycle improvements made, and the US 41 bridge will be used "as is." The current barriers to safely crossing the Ohio River will persist. No serious contemplation, or account for all other mobility needs were offered to people walking, hiking, cycling, or using wheelchairs, as recommended by standardized methods provided by the United States Department of Transportation (USDOT) and American Association of State Highway and Transportation Officials (AASHTO).

***Imagine walking, or riding your bicycle over the US 41 bridge—would you feel safe? Would you want anyone you know to assume the risk of traversing the bridge on foot, or bicycle?***

The use of local, and national trails, greenways, parks, bicycle routes, and sidewalks have been increasing steadily since the onset of COVID-19. Also, bicycle and bicycle parts sales have increased and there is a current shortage of bicycles, bicycle parts, and components. Now more than ever, our focus and attention is directed to the amenities that support active transportation, and the infrastructure and built environment improvements that provides connectivity to all mobility needs, at the local, state, and national level.

We have attended the local I-69 ORX public meetings, and have read the distributed DEIS; however, the preamble outreach and communication efforts to trails, hiking, walking, cycling, greenways, and disability advocates and

organizations were insufficient. The oversight of active living and transportation alternatives in this current design plan only compounds the negative impact to mobility and regional access between Evansville, IN, and Henderson, KY. This access disadvantage will impact citizens, visitors, and those traveling through, and will decrease our regional opportunities and the ability for citizens/visitors without vehicles to find safe ways to cross the river. Between Louisville and the Mississippi River there are no safe crossing options for hundreds of miles, save the Cave-in-Rock Ferry (Illinois Route 1 in Cave-In-Rock, Hardin County, Illinois to Kentucky Route 91, 10.6 miles north of Marion, Kentucky):

- Glover Cary Bridge, Patronville, IN, to Owensboro, KY (not a safe option)
- William H. Natcher Bridge, Rockport, IN, to Maceo, KY (not a safe option)
- Bob Cummings Lincoln Trail Bridge (Lincoln Toll Road Bridge), Cannelton, IN, to Hawesville, KY (not a safe option)
- Mauckport Bridge, Mauckport, IN (not a safe option)
- Sherman Minton Bridge, New Albany, IN (not a safe option)
- Shawneetown Bridge, IL, to Morganfield, KY (not a safe option)
- Irvin S. Cobb Bridge, Brookport, IL to Paducah, KY (not a safe option)
- A Ferry – located at Cave-in-Rock, IL to Marion, KY (not the best option, not convenient, and often delayed, or temporarily closed due to flooding, or fog)

On behalf of all pedestrians, bicyclists, and wheelchair users, the Evansville Trails Coalition board and staff members are requesting the Project Managers reconsider the current I-69 ORX bridge design plan and include safe, separated, and protected accommodations within the bridge design. This accommodation is common in metro areas along the Ohio and Mississippi Rivers in the Midwest, well within the MPA and MPO areas along the Wabash River in Indiana. See our compiled list of bridges with accommodations here:

<https://www.walkbikeevv.org/advocacy>.

Sincerely,

Lorie Van Hook, Executive Director  
Evansville Trails Coalition  
[trailscoalition@walkbikeevv.org](mailto:trailscoalition@walkbikeevv.org)  
P.O. Box 932  
Evansville, IN 47706  
812/202-6737  
walkbikeevv.org



Virus-free. [www.avg.com](http://www.avg.com)



HALpodbay <podbay1966@gmail.com>

4/12/2021 3:46 AM

## I-69 ORX Project

To info@i69ohiorivercrossing.com

I understand that there will be only one bridge crossing the river and there will not be any separate construction for pedestrians, cyclists, or wheelchair bound people to cross the bridge. I think this is wrong and you should include facilities for those groups of citizens. This is the 21st century and we need to be forward looking and not looking backward.

410-1  
S11

Alan and Mary Pat Williamson  
5815 Ledgestone Dr  
Evansville, IN 47711

Crystal Young <cnsyoung2010@gmail.com>

4/12/2021 5:34 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Crystal Young

**Email**

[cnsyoung2010@gmail.com](mailto:cnsyoung2010@gmail.com)

**Phone**

(812) 454-0333

**Address**

218 S. Boehne Camp Rd.  
Evansville, Indiana 47712  
United States  
[Map It](#)

**Subject**

Bike/Ped/ADA Accommodation & I-69 ORX Bridge

**Message**

I have concerns about the recent developments regarding the I-69 developments. The current plan seems pretty inaccessible for pedestrians, bicyclists, and wheelchair users, especially without dedicated pedestrian and bicycle facilities. It's already really difficult to cross the Ohio River safely, and the current plan doesn't seem to be doing anything to ameliorate these concerns. I find this confusing given the guidelines outlined by organizations like the United States Department of Transportation and American Association of State Highway and Transportation Officials.

On behalf of all pedestrians, bicyclists, and wheelchair users, I would like to voice strong support in for safe, separated, and protected accommodations within the I-69 ORX bridge design, common in metro areas along the Ohio and Mississippi Rivers in the Midwest, well within the MPA and MPO areas along the Wabash River in Indiana. This is so important. for our health and for our safety.

411-1  
S11

Rob Akerhielm <akerphin@gmail.com>

4/13/2021 7:52 AM

## New I-69 bridge over the Ohio

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

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To whom it may concern - sometimes you have but one chance to do something right and only one opportunity to do it efficiently/cheaply. Adding pedestrian lanes for hiking/biking/walking/running to this bridge is a very common-sense thing to do now while the project is being constructed. Retrofitting is an unlikely option down the road, the time is now. I have walked the old I-75 bridge over the Ohio in Cincinnati, that was a case of an old bridge being re-purposed. But the ability to easily walk back and forth over the river has benefited pedestrians and the local economies on both sides of the river.

Now is the time.

Thank you,

Rob Akerhielm  
Carmel, IN

412-1  
S11

Amyewoldsenbrown <amyewoldsenbrown@aol.com>

4/13/2021 7:55 AM

## Hiking Lane on I-69 Bridge

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com> Copy  
vonnegut@indy.net <vonnegut@indy.net>

---

Please consider adding a hiking lane on the new I-69 bridge or the old US#41 bridge.

413-1  
S11

Respectfully,  
Amy Auberry

Wilma Bailey <drwbailey@icloud.com>

4/13/2021 5:01 PM

## I-69 Bridge

To info@i69ohiorivercrossing.com

Please provide a walking trail on the new I-69 bridge across US 41 between Evansville and Henderson, KY. Those of us who are hikers would love the option of walking across

414-1  
S2

Wilma Bailey  
Indianapolis

Sent from my iPad

Daniel Bradley <daniel.bradley@indstate.edu>

4/13/2021 11:34 AM

## Pedestrian, bicycle and ADA accommodation on the I69 bridge

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

It is critical that needs of those using non-motorized transportation be accommodated in the I69 bridge connecting Evansville, IN to Henderson, KY. There is ever growing use of these alternative transportation modes for both business and recreation. The needs of all Americans need to be met in this major construction project. We in western Indiana are currently building a trail following the Wabash River. It will reach Evansville and users will need a safe route to cross the Ohio River.

Please respond to my input.

Daniel j. Bradley  
President Emeritus Indian State University  
Chair Riverscape Trails Committee

8128707752

Get [Outlook for iOS](#)

Anna Buckholz <indyanna59@yahoo.com>

4/13/2021 8:34 AM

## Hiking Lane on the Bridge-I69

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

Please consider a dedicated pedestrian lane on the bridge crossing the Ohio River. This is a wonderful area for walking/hiking and without a dedicated lane for walkers, a whole group of people will be prevented from enjoying the area and the local businesses.

Not only that, but it would cut down on car traffic which would be good environmentally.

Anna Griffin  
1334 Castleford Lane  
Indianapolis, IN 46234

416-1  
S11

Marty Burton <mjbarton51@gmail.com>

4/13/2021 8:17 AM

## Bike/Hike/Wheelchair access

To info@i69ohiorivercrossing.com Copy trails@indianatrails.com

I am asking that hiking, biking and wheelchair access be included along the new I69 bridge or over the old US41 bridge between Evansville, IN and Henderson, KY. As a member of the Indianapolis Hiking Club and a frequent hiker and biker, I know that it is extremely important to have safe routes when doing these activities as there are so many distracted drivers.

Martha Burton

Sent from my iPad



Jacki Caviston <jccaviston@yahoo.com>

4/13/2021 9:10 AM

## Please include hiking lanes on the new I-69 Bridge

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Hello, I'd like to request that you consider including hiking lanes on the new I-69 Bridge, or old US#41 Bridge. This is crucial to keep walkers safe.

Thank you,  
Jacki Caviston

418-1  
S11

Susan Dolle <srddolle@gmail.com>

4/13/2021 11:37 AM

## I-69 bridge non-motorized access

To info@i69ohiorivercrossing.com

419-1  
S11

Please be sure to include access for pedestrians, bikes and wheelchairs across the Ohio River on the I-69 bridge. With all the interest in bicycling, walking/running and of course, increasing ADA access to these activities, why shortchange future generations?

In west-central IN, there is a lot of work being put into a regional trail system - both on and off the roads. Eventually this will connect south to Evansville. The new I-69 bridge poses an opportunity for interstate pedestrian/bike/ADA transportation.

When the bridge was re-constructed across the Wabash River from Terre Haute to West Terre Haute decades ago, a narrow sidewalk was finally added on one side after much concern by residents. While better than the original plan with no sidewalk, it still is not adequate - two walkers can barely pass each other, let alone cyclists or wheelchairs! If you don't do it right when the bridge is built, it will always be a problem. Plan now! Indiana is pushing trail development for transportation, tourism, recreation and safety - this project connects that to a 22nd century plan. What an opportunity you have to ensure quality of life for the future!

Susan Dolle  
West Terre Haute

Michael Donnelly <mgdonnelly88@outlook.com>

4/13/2021 9:24 AM

## Current I-69 ORX bridge design from Evansville, Indiana, to Henderson, Kentucky - Pedestrian/Bike Path???

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

---

We are looking forward to the new bridge to connect Evansville and Henderson. Considering the bridge will likely last 100 years or so, seems it makes perfect sense to include crossing access for pedestrians and cyclists, especially since other current bridges crossing the Ohio River do not have access. Can you please take this into consideration? Much appreciated.

With Regards,  
Mike & Sharon Donnelly  
Carmel, IN

420-1  
S11

Gary Fine <garysfine@hotmail.com>

4/13/2021 10:28 AM

## Make Hiking Trails Available

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

---

As a member of the Indianapolis Hiking Club which hikes throughout Indiana. Access to hiking near the Ohio I-69 would be a great benefit.

Gary Fine

Get [Outlook for iOS](#)

421-1  
S11

Cathy Gearhart <gearhart3377@gmail.com>

4/13/2021 12:23 PM

## Bicycle Route for crossing the Ohio River.

To info@i69ohiorivercrossing.com

Hi, My name is Cathy Gearhart. I would very much like a safe, designated lane for bicycles, runners, hikers, ADA accomodations to cross the Ohio River between Evansville/Newburgh and Kentucky. Most of our local roads are unsafe for non-motorized transportation. Many people across the country ride bikes to work. I would like to have safe lanes in which to ride. Please make safe ADA and non-motorized transportation a priority! Thank you.

422-1  
S11

James Griffin <jimgriffin@mac.com>

4/13/2021 7:28 PM

## Pedestrian and Bicycle access to the Ohio River Bridge Crossing

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Sirs,

I am an avid hiker and bicyclist. I want to encourage you and all the planners of the Ohio River Crossing to seriously consider adding pedestrian and bicycle lanes to the new I-69 bridge and or the old US 41 bridge. Giving easy and safe access to the citizens of Kentucky and Indiana to cross the Ohio River by walking or bicycle would encourage people to visit and explore both side of the Ohio River for exercise or exploration. The joy of being out of doors in nature or riding through Louisville would be a great benefit to people of both States.

Thank you for your time and consideration

James D Griffin  
1334 Castleford Lane, Indianapolis Indiana.

423-1  
S11

lmkestle@att.net

4/13/2021 6:45 AM

To info@i69ohiorivercrossing.com

---

We very much need for you to extend walking,biking,wheelchair accessible over both bridges. Thank you for your concern.

424-1  
S11

Anne Miller <indymiller@me.com>

4/13/2021 3:14 AM

## I-69 Bridge pedestrian lane

To info@i69ohiorivercrossing.com

---

Hello-Please include hiking lanes on the new I-69 Bridge, or old US#41 bridge. It's the right thing to do.

Anne Miller  
6111 Crittenden Ave  
Indianapolis, IN

425-1  
S11



Leon Neddo <lneddo@gmail.com>

4/13/2021 4:24 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Leon Neddo

**Email**

[lneddo@gmail.com](mailto:lneddo@gmail.com)

**Phone**

(317) 435-1125

**Address**

3839 N New Jersey St  
Indianapolis, IN 46205  
United States  
[Map It](#)

**Subject**

Access

**Message**

Please consider modes of access for pedestrians, bicyclists, and persons with disabilities in this project.

426-1  
S11

gnovakstl@aol.com <gnovakstl@aol.com>

4/13/2021 7:03 AM

## Hiking path

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

---

Please be sure to include hiking paths along I69 bridge(old41) during construction. It is very important to these that hike.

Georgia Novak  
317.504.6763  
[gnovakstl@aol.com](mailto:gnovakstl@aol.com)

Sent from the all new AOL app for Android

427-1  
S11



## Comment Log

Date: April 13, 2021

Resident Name: Velma Pullam

Resident Address:

Resident Phone: (270) 860-5865

Email Address:

Question/comment:

Ms. Pullam called to ask about the future of the US 41 bridges.

428-1  
I11 She is concerned that with only one bridge open, traffic will back up into Henderson. Specifically, she asked if anyone studied whether the traffic will back up to the entrance to Audubon State Park. She lives on Elm Street and said that when there is an accident on the bridge, traffic regularly detours down her street.

428-2  
B1 She believes both US 41 bridges should remain open and toll-free.

Comment or inquiry submitted via:

Text ☐ Henderson Office x Phone ☐ E-mail ☐ Social Media

### EVANSVILLE PROJECT OFFICE

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

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

### HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

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



Jeffrey Quyle <jeffquyle@alumni.iu.edu>

4/13/2021 1:01 PM

## Pedestrian Access Across Ohio River

To info@i69ohiorivercrossing.com

---

Dear sirs,

Please provide safe and reasonably connected pedestrian/biking access across the Ohio River via either the new I-69 bridge or the current U.S. 41 bridge that will be retained. This is a crucial way to enhance connectivity for a wide variety of populations in our region.

Thank you,  
Jeff Quyle

429-1  
S11

Jane Santucci <santucci@janesantucci.com>

4/13/2021 11:22 AM

## Comment

To info@i69ohiorivercrossing.com

Trail advocacy is needed to ensure pedestrian/bike/ADA access on the Evansville I-69 bridge across the Ohio River. As we look at regional trails, those lead to state-to-state connections. The Fort-to-Fort trail from Terre Haute to Vincennes should eventually hook up with Evansville.

430-1  
S11

Terre Haute, has these plans in the works: <https://static1.squarespace.com/static/5ac3f143fcf7fd282eb88baf/t/600f317085346271172bfa1f/1611608438581/DRAFT+High+Impact+Hight+Cost+%281%29.pdf>

JANE SANTUCCI  
— A MULTIMEDIA AGENCY —

Jane Santucci, MBA

*Owner*

561-699-2270

[santucci@janesantucci.com](mailto:santucci@janesantucci.com)

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

Nathan Broom <nbroom@gmail.com>

4/14/2021 7:43 AM

## I-69 crossing needs a multi-use path

To info@i69ohiorivercrossing.com

---

Planners,

It is too late in time to design, fund, and build a river crossing that doesn't account for people on foot, bicycle, and mobility device. We often shake our heads at the errors of our predecessors. It's not too late to avoid this error on our watch. Please respect the ever-growing tide of demand for active transportation as you move this project forward.

Thank you,  
Nathan Broom  
Corydon, Indiana  
812-572-1932

431-1  
S11

Travis Girten <tgirtencpa@gmail.com>

4/14/2021 9:17 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Travis Girten

**Email**

[tgirtencpa@gmail.com](mailto:tgirtencpa@gmail.com)

**Phone**

(812) 550-4367

**Address**

3244 Tanglewood Dr.  
Henderson, Kentucky 42420  
United States  
[Map It](#)

**Subject**

Pedestrian/Bicycle Crossing

**Message**

Please include the pedestrian crossing when planning the future connection of Evansville and Henderson!

Thanks.

432-1  
S11

marilyn moore <annjette56@yahoo.com>

4/13/2021 11:55 PM

## Email to I69 Ohio river crossing or us#41Bridge

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com> Copy vonnegut@indy.net

---

Hello OhioRiver Crossing planners

Please be sure to construct hiking lanes on the new I-69 Bridge, or old US41# Bridge.  
I've driven over this bridge many times and feel sure hiking lanes would be well used if constructed for the many hikers who feel the same way.

Respectfully,  
M. Annette Moore  
Lifetime resident of Indiana

433-1  
S11



Steve Wickes <steviewickes58@gmail.com>

4/14/2021 8:47 AM

Please Incorporate Pedestrian Friendly Measures Into The Bridge Design. Thanks.

To info@i69ohiorivercrossing.com

This mail has no content

435-1  
S11

Phillip Williams <pwnp@att.net>

4/14/2021 9:27 AM

New I-69 Bridge or over the old US41 Bridge, between Evansville IN and Henderson KY.

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

---

**We need to have a bike/hike/wheelchair access lane along the new I-69 Bridge or over the old US41 Bridge, between Evansville IN and Henderson KY. COVID has shown us the need to expand accessible of our transportation system to include all forms of transportation vehicles and allow people access as hikers.**

**Phil Williams  
2161 Liberty Way  
Corydon, IN 47112  
512-422-6832**

Thomas Williams <tbwilliams411@att.net>

4/14/2021 3:55 PM

## Comment Letter: I69 Ohio River Crossing (ORX)

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

Thomas B. Williams  
3203 Dogwood Lane  
Carmel, Indiana 46032

April 14, 2021

The Kentucky Transporta. on Cabinet  
1970 Barre Court  
Suite 100  
Henderson, Kentucky 42420

In Re: I-69 Ohio River Crossing (ORX)

To Whom It May Concern:

I appreciate this opportunity to offer a letter in support of including a safe pathway on the proposed I-69 Ohio River Bridge to be designed for construction at Evansville, Indiana.

It is my understanding the bridge has not been designed yet, so it is timely to incorporate safe access to the new bridge for use by hikers, bikers, walkers, joggers, and wheelchair bound people. Doing so would be consistent with the practice of providing accommodations for non-vehicular users since 1991, when "trails" were included for the first time in the Federal Intermodal Surface Transportation Efficiency Act. Especially for people who use wheelchairs and others enduring physical impairments, providing safe use of the bridge would be compliant with the Americans with Disabilities Act (ADA) enacted in the 1980s.

437-1  
S11

I have been further informed that it was announced at a public hearing on April 1, 2021, that the public was allowed a 15-day period in which to offer comments on the proposal. This is an unusually short comment period for such an important project that will require a significant investment of taxpayer dollars. A comment period of even thirty days would have allowed for making more of the public aware of this proposal and the agency to have the benefit of more public input.

437-2  
S18

Thank you.

Respectfully yours,

Thomas B. Williams

Thomas B. Williams

Sent via email to: [info@I69OhioRiverCrossing.com](mailto:info@I69OhioRiverCrossing.com)

Ann Baker <ab39@evansville.edu>

4/15/2021 6:50 PM

## I-69 Bridge

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Dear Planners of the Ohio River Crossing,

I am writing to ask you to please include hiking lanes on the new I-69 Bridge. As a walker/runner/hiker, this would be most appreciated.  
Thank you in advance for your attention to this important matter.

Regards,

Ann Baker

Sent from my iPhone

438-1  
S2

Glenna G Bower <gbower@usi.edu>

4/14/2021 4:33 PM

## I-69 ORX Bridge Design

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

I have a concern about the I-69 ORX bridge design. From what I understand one of the US 41 bridges will be removed. The remaining US bridge will not have dedicated pedestrian and bicycle facilities, nor provide a safe option for people, and is deficient in the consideration of all modes of transportation alternatives. This is concerning since the use of local, and national trails, greenways, parks, bicycle routes, and sidewalks have been increasing steadily since the onset of COVID-19. Also, bicycle and bicycle parts sales has increased and there is a current shortage of bicycles, bicycle parts, and components.

***In behalf of all pedestrians, bicyclists, and wheelchair users, ETC and partner groups such as Indiana Trails, Greenways Foundation of Indiana (and many more) are advocating for safe, separated, and protected accommodations within the I-69 ORX bridge design.***

Thank you

Glenna G. Bower, Ph.D.  
Associate Dean, Po College of Science, Engineering, and Education  
Professor, Kinesiology & Sport  
University of Southern Indiana  
8600 University Blvd  
Evansville, IN 47712  
(812)464-1709



- image001.gif (8 KB)

Jayne Buthod <jayne.buthod@gmail.com>

4/15/2021 4:38 PM

## Access for all

To info@i69ohiorivercrossing.com

Please see that all engineering concepts for the design of this new bridge provides for equal access to all who wish to use it. This includes pedestrians, bicycle and those with ADA needs.

440-1  
S11

As a country we spend enormous amounts of money to promote healthy lifestyles and heal those who aren't, reduce toxic emissions, and provide trails, paths and other accommodations.

It only behooves us to plan to address and include these concerns in both the design and implementation when such an enormous endeavor such as this bridge is begun.

I look forward to seeing the changes made to address this concer.

Thank you,  
Jayne Buthod

Caroline Cooley <caroline@bikewalktn.org>

4/15/2021 12:37 PM

## Proposed Interstate-69 Ohio River Bridge

To info@i69ohiorivercrossing.com

Hello,

As chair of Bike Walk Tennessee, I am writing on behalf of many people who bike and walk across the state as well as for individuals with disabilities who rely on wheelchairs or other non-vehicular mobility devices for transportation. There are many barriers to biking and walking accessibility but none is more impassable than a bridge over a river with no bike and pedestrian access.

441-1  
S11

Recently, there are two examples of bridges with bike /ped access that have substantially benefited their cities and surrounding regions: a newer bridge, the Cooper River bridge, that included bike/ped from the inception, in Charleston, SC and the Big River Crossing, a retrofit bike/ped access, over the Mississippi River on I-55 from Memphis, TN to Arkansas. Both of these bridges are critical transportation connections and have provided safe mobility for all users. Additionally, Iowa's DOT is nearing completion of a new interstate (I-74) bridge over the Mississippi River in the Quad cities area that includes bike and ped facilities.

With new bridge construction, the design and construction must include non- motorized access- "do it right" from the start rather than having to retro-fit later. Our supporters request that bike and pedestrian facilities be included in the planned I-69 Ohio River bridge.

Sincerely,  
Caroline Cooley

*Caroline Cooley MD*  
*President Bike Walk Knoxville*  
*Chair Bike Walk Tennessee*  
865.604.3497  
[www.bwknox.org](http://www.bwknox.org)  
[www.bikewalktn.org](http://www.bikewalktn.org)



Mary Hamlin <maryhamlin@att.net>

4/15/2021 7:56 PM

## Hiking lanes on the new I-69 bridge

To info@i69ohiorivercrossing.com

---

Dear planning committee.

As a dedicated hiker and cyclist, I am asking you to include a hiking lane on the new I-69/old US 41 bridge. What a great way to promote fitness between two neighboring states.

Mary Hamlin

Sent from my iPad

442-1  
S11



Mary Hess <hessmary@att.net>

4/15/2021 8:50 PM

## ADA Compliant wheel chair and pedestrian pathway

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

I am contacting you because I sent a question a couple of weeks ago and received no reply. I attended your virtual meeting on April 1. I was disappointed that there was no mention of an ADA compliant wheelchair and pedestrian pathway on the bridge. I hate to see tax payer money being used when access to the bridge will not be accessible to citizens with disabilities. Many new bridges in our country are made with these pathways part of the project. I would like an explanation of why this was not and is not included in this project. Money is not an excuse. There is always a way. Please see the definition of the ADA below. I believe the basis of the act is for employment, but not including an ADA accessible pathway denies a disabled person access to transportation or public accommodation as stated in the second sentence in the description below. I hope you will reconsider your decision and include this ADA pathway in your final plans.

Anxiously awaiting your reply.

Mary V Hess  
Southwestern Indiana Citizens for Quality of Life

### What Is the Americans With Disabilities Act?

The Americans with Disabilities Act (ADA) is federal legislation passed in 1990 that prohibits discrimination against people with disabilities. The law made it illegal to discriminate against a disabled person in terms of employment opportunities, access to transportation, public accommodations, communications, and government activities. The law prohibits private employers, state and local governments, employment agencies, and [labor unions](#) from discriminating against the disabled.

Leadership Team &lt;info@ohiorivertrain.com&gt;

4/15/2021 2:13 PM

## Comment on the I-69 ORX Project

To info@i69ohiorivercrossing.com

The Ohio River Scenic Railway Company is a passenger railroad providing transportation and entertainment along the Ohio River in Perry and Spencer Counties, Indiana. As such, we find that multi-modal transportation is vital to the continued progress of our communities:

In terms of economic health, multimodal transportation spurs investment from entrepreneurs seeking to serve those who utilize new transportation systems. In terms of physical health, new opportunities to improve health are always welcome, as are the destinations to which multi-modal transportation systems create access. In terms of mental health, for those of us who have struggled to operate a business during the pandemic, a visit to the Ohio River to observe its awesome power and potential helps to put everything into perspective and clear the head.

The Ohio River Scenic Railway Company strongly advocates for the addition of a multi-modal option to allow people to cross the Ohio River in the Evansville-Henderson area in a safe manner as part of the ORX 69 project. We request that separate and protected (safe) bike and hike accommodations are included in the final environmental impact study and as part of the design for the crossing of the Ohio River in the Evansville-Henderson area.

Sincerely,

Ohio River Scenic Railway  
333 7th Street  
Tell City, Indiana 47586

(812) 548-6848  
[www.OhioRiverTrain.com](http://www.OhioRiverTrain.com)

444-1  
S11

Jill Ristine <jillyristine@gmail.com>

4/15/2021 8:58 PM

## Hiking lanes

To info@i69ohiorivercrossing.com

---

Please include some hiking lanes on the new I 69 bridge. We need more . Jill Tistine

Sent from my iPhone

445-1  
S2

Barbie Schmenner <barbie.schmenner@gmail.com>

4/15/2021 6:19 PM

## Hiking Lanes on the new I 69 Bridge

To info@i69ohiorivercrossing.com

---

Dear Planners of the Ohio River Crossing.

I feel strongly that we need hiking lanes on the new I-69 Bridge or the old US #41 Bridge. I appreciate your help on the issue.

It's important that walkers & hikers have access to using bridges in Indiana.

Thank you,  
Barbara Schmenner  
Carmel, IN

M: 317-850-1227  
barbie.schmenner@gmail.com

Thomas Schumacher <tschu@hotmail.com>

4/15/2021 3:16 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Thomas Schumacher

**Email**

[tschu@hotmail.com](mailto:tschu@hotmail.com)

**Phone**

(317) 902-9868

**Address**

7022 Warwick Rd.  
Indianapolis, IN 46220  
United States  
[Map It](#)

**Subject**

Bicycle and Pedestrian Accommodation on ORX69 Bridge

**Message**

Sirs:

I have followed with keen interest the progress of ORX69's bridge design. We cannot miss this critical chance to design this bridge to provide safe passage for cyclists over the Ohio river. I have commuted by bicycle in all weather for over 28 years, covering thousands of miles in the process. It is projected that electric bikes (e-bikes), which have seen an astronomical boom in use during the pandemic, will continue their upward trend and eventually pass traditional non-assisted pedaled bikes in use. We will be seeing an impressive extension of the ranges and distances that e-bike commuters will ride to their places of employment and many other activities. We must allow them this critical passage. Moreover, a safe and accessible bicycle crossing route of this major river is SORELY needed for a north-south connector on our national trail systems. Other accommodating bridges on which I have crossed over other U.S. rivers have become shining showcases for their communities. Don't let this bridge become a dead-end for those on foot, and on two wheels. It is a brilliant investment in our low-carbon transportation future. These opportunities often do not come around but once a generation, and that is generous estimate!

Thanks for your consideration, and contact me anytime for further information.

-Thomas Schumacher, MS, CHP  
Indianapolis, IN  
(317) 902-9868

447-1  
S11

Anne Statham <aastatham@usi.edu>

4/15/2021 12:51 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Anne Statham

**Email**

[aastatham@usi.edu](mailto:aastatham@usi.edu)

**Phone**

(141) 452-0405

**Address**

2811 Graddy Rd  
Mount Vernon, IN 47620  
United States  
[Map It](#)

**Subject**

New I69 bridge from Evansville Indiana to Henderson Kentucky

**Message**

This new bridge really MUST include some sort of accommodation for pedestrian, bicycle, and alternative transportation. This will be the only way in MILES where this will be possible, no other possibility all across Indiana and Illinois. It is so important for our communities and to facilitate connections between these two cities. We now have a bicycle sharing/renting program that includes both cities (Henderson KY and Evansville IN). There are so many reasons: low income communities that really rely on bikes for transportation, high rates of obesity that necessitate active living, economic development potential that requires such amenities, important museums and parks between the two cities that easier bike travel would help with visits to these sites between the two cities. Some have done this on the existing bridges, but it is VERY DANGEROUS!!! Thank you for your forward-looking thinking to include this!

448-1  
S11

Barb Woolard <barbwoolard@gmail.com>

4/15/2021 8:09 PM

## I-69 Bridge - Hiking Lanes

To info@i69ohiorivercrossing.com

---

I am sending this request to please include hiking lanes on the new I-69 Bridge, or old US#41 Bridge. Thank you for your consideration of this.

Barb Woolard

449-1  
S11

Doug Yerkeson <yerkeson@att.net>

4/15/2021 2:34 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Doug Yerkeson

**Email**

[yerkeson@att.net](mailto:yerkeson@att.net)

**Phone**

(317) 459-0070

**Address**

12267 Top Rock Court  
Fishers, IN 46037  
United States  
[Map It](#)

**Subject**

I-69 Ohio River Bridge

**Message**

I strongly believe the new I-69 Bridge over the Ohio River should be multi-modal by at least providing sidewalks, bike paths, etc. for individuals wanting to cross between Henderson and Evansville without an automobile.

450-1  
S11



Derek Zollinger <derek.zollinger@gmail.com>

4/15/2021 1:51 PM

## ORX 69 Comment

To info@i69ohiorivercrossing.com

The I-69 Ohio River Crossing DEIS released in 2018 noted that; "The US 41 bridges are particularly unsafe for pedestrians and bicycles since the bridges do not have shoulders or sidewalks." Yet, this project which seeks to improve cross-river transportation does not provide a solution to remedy this issue.

As taxpayers, do pedestrians and cyclists deserve to use this facility to which they have helped to build? Do they have just as much right to cross the Ohio River as someone in an automobile? The lack of consideration for all citizens to benefit from this public works project is concerning.

I ask that this project include safe and protected pathways that allow for the use of pedestrians and cyclists to cross the Ohio River.

Thank you!

Derek Zollinger M.S.

E-mail: [Derek.Zollinger@gmail.com](mailto:Derek.Zollinger@gmail.com)

Phone: (317) 846-1018



318 Main Street, Suite 401  
Evansville, IN 47708

136 Second Street, Suite 500  
Henderson, KY 42420

*Board of Directors*

April 16, 2021

*Bob Koch, Chairman  
Koch Enterprises*

I-69 Ohio River Crossing  
1970 Barrett Ct, Suite 100  
Henderson, KY 42420

*Dr. John Logan, Vice Chairman  
Family Practice Physician*

*Mike Schopmeyer, Secretary  
Kahn, Dees, Donovan and Kahn*

RE: Comments Regarding I-69 ORX Design Modifications

*Brad Schneider, Treasurer  
Judge Executive, Henderson County*

*Steve Austin  
Mayor, City of Henderson*

*Tara Barney  
Southwest Indiana Chamber*

I would like to take this opportunity to thank the project team for the I-69 Ohio River Crossing project for the continued good work that you are doing to improve the connection between Kentucky and Indiana on I-69. I appreciate the recent meetings you have held regarding the preferred alternative and the design modifications that are moving forward. However, I would like to submit one comment for your consideration.

*Evan Beck  
Woodward Realty*

The Bridgeline board has some concern with the new design for Veterans Memorial Parkway interchange with I-69. As you know, previously the design included loop ramps to provide efficient and safe traffic movements for Veterans Parkway traffic onto I-69. The new design instead includes a traffic light at the intersection of two ramps. While the rationale given for the change is to "provide a more direct route and reduce impacts..."

*Bill Corum  
Madisonville Representative*

*Barry Cox  
Warehouse Services*

However, we ask that you instead look at the long-term needs of this area and go back to the original design of this interchange. With the intended closure of one of the US41 bridges, the need for a free-flowing interchange is critical. While the loop ramps may be somewhat longer than a signalized intersection, the free-flowing nature will provide safer traffic movements.

*Brad Ellsworth  
Vectren South*

*Ron Faupel  
Henderson Chevrolet  
Buick GMC*

*Pete Paradossi  
Evansville Regional  
Business Committee*

*Joel Hopper  
Brenntag Mid-South, Inc.*

As we look to the purpose and need of this project (complete the I-69 connection between Indiana and Kentucky, develop a solution to address long-term cross-river mobility, provide a cross-river connection to reduce congestion and delay, and improve safety for cross-river traffic), traffic signals do not provide an alternative that meets these goals.

*Bob Jones  
Old National Bank*

*Chris Melton  
Field & Main Bank*

You have mentioned that the evaluation of this interchange is still ongoing, and we would encourage the project team to recognize the long-term nature of this project and keep it signal-free.

*Jeff Mulzer  
Mulzer Crushed Stone*

I would be happy to answer any questions you might have on our position. You can contact me at [tbarney@evvregion.com](mailto:tbarney@evvregion.com) or 812-423-2020.

*Tony Iriti  
Kyndle*

Sincerely,

*Chris Traylor  
Traylor Brothers*

*Lloyd Winnecke  
Mayor, City of Evansville*

Tara Barney  
BridgeLink Board Member

452-1  
K10

## Mission Statement

To advocate for the construction of a new Interstate 69 Ohio River Bridge by no later than 2020 and the preservation of an un-tolled route across the river for local residents.

Ida Block <ida.m.block@gmail.com>

4/16/2021 1:46 PM

I69

To info@i69ohiorivercrossing.com

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Sent from my iPad

If anyone on this committee drove the twin bridges a few times each week they would realize that it is a huge mistake to only have 1 twin bridge open.

453-1  
B1

Gary Davis <garyd@indianatrails.com>

4/16/2021 1:32 PM

## MULTI-USE PATHWAY ON WOODROW WILSON I-95/I-495

To info@i69ohiorivercrossing.com

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<https://www.facebook.com/wwbtrail/>

Here is the Interstate-95/Interstate-495 Woodrow Wilson Bridge over the Potomac River between Virginia and Maryland at Washington DC. The heavily-utilized shared-use pathway for bicyclists/pedestrians/disabled connects to trails in both states.

Such a non-motorized pathway must be included in the design of the proposed Interstate-69 Bridge at Evansville-Henderson, following the example of metro area bridges up and down the Ohio River and Mississippi River valleys. Thank You.

454-1  
S11

Gary Davis <garyd@indianatrails.com>

4/16/2021 2:05 PM

## U.S. 60 LESNER BRIDGE, VIRGINIA BEACH AREA WITH SAFE PROTECTED PATHWAYS

To info@i69ohiorivercrossing.com Copy Rothermel, Eric (FHWA) <eric.rothermel@dot.gov>

---

Sent to Interstate-69 Bridge (I-69 ORX) project managers.

<https://www.clarknexsen.com/project/lesner-bridge/>

Here is the U.S. 60 Lesner Bridge in the Virginia Beach vicinity. This design takes non-motorized transportation very seriously, with safe/separated/protected multi-use pathways on both sides for bicyclists, pedestrians, and ADA disabled. Indiana Trails, Evansville Trails Coalition, Hoosier Environmental Council, RIDE Illinois, Greenways Foundation, Bike-Walk Tennessee, Southwest Indiana Citizens for Quality of Life, Missouri Bike-Ped Federation, Ohio River Scenic Railway, Hoosier Rails-to-Trails Council, American Discovery Trail, Causes for Change, and members of the Indianapolis Hiking Club, and members of the Indiana Trails Advisory Board are among those advocating for such safe, protected pathways on the proposed Interstate-69 Bridge at Evansville-Henderson.

Thank You.

455-1  
S11

Jennifer Calbert <heathcliff32978@gmail.com>

4/16/2021 1:39 PM

To I69 Ohio River Crossing <info@i69ohiorivercrossing.com>

456-1  
A2

→ The preferred route of I-69 ORX is fine with me. The question I have is this: Will Indiana and/or Kentucky have a Welcome Center for out of state travelers? I ask that because sometimes it's easier for a family or a semi truck driver to stop at one of those rest stops then it is to completely get off I-69 for a rest break plus Welcome Centers offer Indiana State/Kentucky Commonwealth maps for each state and any info that is needed for that.

456-2  
O2

ege.2000 <ege.2000@comcast.net>

4/16/2021 1:37 PM

I-69/Old US41

To info@i69ohiorivercrossing.com

We are using I-69 all the time and think it's a job well done. However we are hikers and would and would like to see more hiking path ways. As you plan to build a new bridge at I-69 /Old US 41 please include a pathway across the bridge.  
Thank you for your consideration.

457-1  
S11

Sent from Samsung Galaxy smartphone.

Michael Endress <endress.m@gmail.com>

4/16/2021 3:01 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Michael Endress

**Email**

[endress.m@gmail.com](mailto:endress.m@gmail.com)

**Phone**

(812) 455-0318

**Address**

2009 E CHANDLER AVE  
Evansville, IN 47714  
United States  
[Map It](#)

**Subject**

I69 River Crossing

**Message**

Hello,

I would just like to comment and express my wish that the committee considers adding in a protected bike / pedestrian path. Right now, there are really no feasible ways to cross the Ohio River as a cyclist or pedestrian. I think the trails in Evansville and Henderson will only continue to grow in scope and use. A pathway across the bridge would be of great use.

458-1  
S11

Thank you.



Kim Irwin &lt;kirwin@hbdin.org&gt;

4/16/2021 3:12 PM

## ORX Public Comments

To info@i69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

---

Good afternoon,

I'm reaching out to provide public input related to the Draft Environmental Impact Statement (DEIS) on the Ohio River Crossing project. Just this week, I became aware of this opportunity to provide comments, having not known of the April 1 meeting, nor the overall planning process leading up to this point (since the meetings held in early 2019). I have two significant areas of concern to address, outlined at a high-level below, and look forward to connecting further with the appropriate parties to discuss these issues in more detail.

First, there appears to have been a severe lack of public outreach and engagement leading to this stage in the process. I am on multiple INDOT listservs in order to receive notices of meetings, planning updates, etc., and I do not see anything in my email history since January of 2019 regarding this project. In addition, we meet monthly with INDOT and other state agencies as part of a Safe and Accessible Streets Workgroup, and I do not believe this project has been discussed at all in that forum, until last week. I am interested to learn more about the public outreach and engagement activities held over the past two years and to know how the 4/1 meeting was advertised.

Secondly, I understand that the preferred alternative does not include safe, accessible, and connected infrastructure for people traveling on foot, by bike, or using a mobility device. This seems to be a significant oversight, given the limited other options available for multimodal travel, and it is certainly inconsistent with INDOT's Complete Streets policy and broader federal regulation.

Please contact me so that we can find time to discuss these issues in more detail and we can better understand the ongoing project development process and timeline.

Thank you,

Kim

Kim Irwin, MPH (*she/her/hers*)  
 Executive Director, Health by Design  
 Administrator, Indiana Public Health Association  
 615 N. Alabama Street, Suite 119  
 Indianapolis, IN 46204  
 317-622-4821  
[kirwin@hbdin.org](mailto:kirwin@hbdin.org)

Scott & Lana Judd <scott.judd@twc.com>

4/16/2021 11:27 PM

## I69 Comments

To info@i69ohiorivercrossing.com

---

460-1  
S15

### Comments

No pedestrian traffic should be allowed on an Interstate bridge.  
No bicycle traffic should be allowed on an Interstate bridge.

460-2  
B1

Keep both twin hwy 41 bridges open. With the current proposal there is only one additional lane of traffic being added for a North / South corridor it does not make sense to close one of the bridges.

Thank you

KENNETH GEUSS <kggeuss@hotmail.com>

4/16/2021 8:59 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

KENNETH GEUSS

**Email**

[kggeuss@hotmail.com](mailto:kggeuss@hotmail.com)

**Phone**

(181) 267-7210

**Address**

2465 N Carithers RD  
Princeton, IN 47670  
United States  
[Map It](#)

**Subject**

bridge removal

**Message**

IF ONE OF THE CURRENT BRIDGES IS REMOVED THAT WILL FORCE A TWO WAY TRAFFIC PATTEN ONTO THE CURRENT ONE WAY BRIDGE. NOT EVERYONE WILL USE THE NEW I69 BRIDGE. WHAT I UNDERSTAND IS THAT THE NEW BRIDGE IS MAINLY FOR SEMI'S WANTING TO ELIMINATE THE TRIP THRU HENDERSON TRAFFIC

461-1  
B1

Mike Patel <mr.mikepatel@outlook.com>

4/16/2021 11:03 AM

I 69

462-1  
O3

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

1 what would be the future of the business on 41 North?

2. is it possible to spare some of the money out of that one billion, for the one of the twin bridges that is going to remain in service so it can be repaired, painted, and have a beautiful LED lighng on it? Thank y ou.

462-2  
B24

Mike Patel  
2708270127

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Paul Simms <pasanada93@gmail.com>

4/17/2021 8:13 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Paul Simms

**Email**

[pasanada93@gmail.com](mailto:pasanada93@gmail.com)

**Phone**

(812) 476-3371

**Address**

3222 Eastbooke Ct  
Newburgh, In 47640  
[Map It](#)

**Subject**

Pedestrian Access to I69 bridge

**Message**

As an avid bike rider, resident of Indiana and working in Kentucky a few days per week, I have supported and commented several times that there needs to be a pedestrian like included on the I69 access into Kentucky. I have enjoyed the pedestrian bridges between Cincinnati and Covington, KY. I love the idea of being able to ride my bike to work on the days I need to go to Kentucky. I understand the cost may be too much to keep one of the current Highway 41 bridges for this purpose. However, if we going to spend millions on a new bridge, please put in a protected pedestrian crossing. Then tie it to the local bike paths on both sides of the river. I think access like this would be well used.

463-1  
S11



## Comment Log

Date: April 16, 2021

Resident Name: Textedly Subscriber

Resident Address:

Resident Phone: (270) 860-5848

Email Address:

Question/comment:

I like the route and new bridge proposed location. However, I believe both the north and south bound bridges on 41 should stay. Using only one bridge for north and south bound traffic will be extremely dangerous.

464-1  
B3

Comment or inquiry submitted via:

☒ Text ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

### EVANSVILLE PROJECT OFFICE

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

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

### HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

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





## Comment Log

Date: April 16, 2021

Resident Name: Textedly Subscriber

Resident Address:

Resident Phone: (270) 869-7300

Email Address:

Question/comment:

What will we do with the bridge that will be shut down?

465-1  
B21

Comment or inquiry submitted via:

☒ Text ☐ Henderson Office ☐ Phone ☐ E-mail ☐ Social Media

### EVANSVILLE PROJECT OFFICE

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

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

### HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

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



Tammy Willett <tammyw@cityofhendersonky.org>

4/16/2021 6:21 PM

re: comment period

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com>

I was hoping that the new bridge would have "lights" as the Owensboro Blue Bridge.  
It would be an enhancement for our ci es (Henderson/Evansville).

Thank you,  
Tammy

*Tammy Willett*  
*Community Development Specialist*  
City of Henderson  
1990 Barret Court, Suite B  
Henderson, KY 42420  
Ph: 270/831-1277  
[tammyw@cityofhendersonky.org](mailto:tammyw@cityofhendersonky.org)



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- image001.jpg (2 KB)



Tim Gardner <z.gardner@twc.com>

4/17/2021 8:44 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Tim Gardner

**Email**

[z.gardner@twc.com](mailto:z.gardner@twc.com)

**Phone**

(812) 483-2766

**Address**

2950 thornhill dr Evansville  
United States  
[Map It](#)

**Subject**

Ohio river Bridge crossing

**Message**

Bike and hiking trail access should be considered for the remaining bridge. Southern Indiana lacks in providing trails for a populus of our size.

467-1  
S3

Megan Miller <megmiller6187@gmail.com>

4/17/2021 8:16 AM

## Please add pedestrian trail

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

To whom it concerns:

Good Morning. I think it is imperative that safe pedestrian access be included in this project. As a mental health practitioner, I have heard many complaints from my patients about the difficulty crossing the bridge. This not only includes phobias related to the current bridge and it's assumed lack of safety, but also the inadequacies of pedestrian access. With the growing health concerns in the tri-state area, I feel it would be incredibly beneficial to include a walkway/trail. Please follow suit of prospering cities that are including these pedestrian access areas on their new bridges. If you have any questions or concerns, feel free to contact me. I would gladly provide evidence-based research on the benefits to the city of including walkways within new developments.

Kind regards,

Megan K. Miller

468-1  
S11

Julie Hollowell <jjhster@gmail.com>

4/18/2021 10:52 AM

## Request to Include Hiking Trails on Ohio River Crossing!!

To info@i69ohiorivercrossing.com <info@i69ohiorivercrossing.com>

---

Dear Planners of the Ohio River Crossing of I-69,

I hope I am not too late in writing to express my sincere wish that you will include walking/hiking and biking trails on the new I-69 Bridge or the old US41 Bridge.

I am a walker, hiker and bicyclist at age 68, and I know there are many of us out there who would use this route and enjoy it immensely.

all the best,  
Julie

Julie Hollowell, PhD  
812-320-1887 (cell/text)  
[jhster@gmail.com](mailto:jhster@gmail.com)

469-1  
S11

Krystal Krocker Stier <klkrocker@gmail.com>

4/18/2021 10:58 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Krystal Krocker Stier

**Email**

[Klkrocker@gmail.com](mailto:Klkrocker@gmail.com)

**Subject**

Pedestrian/ bike lane

**Message**

Please include a pedestrian/bike lane.

470-1  
S11

Daniel Lichlyter <dlichlyterhs@gmail.com>

4/18/2021 4:14 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Daniel Lichlyter

**Email**

[dlichlyterhs@gmail.com](mailto:dlichlyterhs@gmail.com)

**Phone**

(812) 431-7197

**Address**

1759 Hicks Dr.  
Evansville Indiana  
[Map It](#)

**Subject**

Ohio river I 69 bridge

**Message**

Evansville has so many great events; D 2 championships , Web.com PGA tour, fastest BMX track in the country, Fall Festival WW II industrial power etc.. However, we do a poor job of promoting our selves. If this project is to improve economic commerce for the metro area we must at the very least provide a quality of life. Let's take this opportunity with the bridge to improve the quality ,health and welfare of our citizens with pedestrian lane on this bridge to link the greenways and trails of Evansville, Newburgh and Henderson . Let's make it a reality-instead of an afterthought.

471-1  
S11

Lori Schutz <schutzloria@gmail.com>

4/18/2021 7:41 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Lori Schutz

**Email**

[Schutzloria@gmail.com](mailto:Schutzloria@gmail.com)

**Phone**

(812) 449-8342

**Address**

11309E Pine Hill Dr.  
Evansville, IN 47712  
United States  
[Map It](#)

**Subject**

Pedestrian/Bike Lane

**Message**

Please include a pedestrian/bike lane for those of us who are active. We pay taxes, too, and deserve representation. A pedestrian lane could increase the safety of people with vehicle breakdowns while traveling the bridge.

Thank you.

472-1  
S11

Donald Stockfleth <dstockfleth@outlook.com>

4/18/2021 9:01 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Donald Stockfleth

**Email**

[dstockfleth@outlook.com](mailto:dstockfleth@outlook.com)

**Address**

509 S Villa Dr Evansville  
United States  
[Map It](#)

**Subject**

I69 bridge

**Message**

I just read that the current bridge design only accommodates cars. Nothing for pedestrians or bikes? Is this true? That's crazy! Build it right or don't build it at all. C'mon man!

473-1  
S11

Brandi Wall <branrh4@live.com>

4/18/2021 10:31 AM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

---

**Name**

Brandi Wall

**Email**

[Branrh4@live.com](mailto:Branrh4@live.com)

**Address**

United States

[Map It](#)

**Subject**

I69 Ohio River Crossing

**Message**

I would like to request the inclusion of pedestrian, bicycle, and American Disabilities Act (ADA) accommodations for the I I-69 Ohio River Crossing bridge/project.

474-1  
S11



Ivan <czar22@wowway.com>

4/19/2021 3:35 PM

## Highway 69 Ohio river crossing

To info@i69ohiorivercrossing.com

---

Closing one of the current bridges during construction is a major mistake. There are two bridges for a reason. Extreme traffic both ways.

Sent from my iPhone

475-1  
B7

Catherine Mattingly <aquamammy@icloud.com>

4/19/2021 8:21 AM

## Pedestrian crossing

To info@i69ohiorivercrossing.com

I just saw where you are requesting ideas. This may be a long shot, but what about having a pedestrian/ biker/ handicapped accessible only bridge that would cross the river. If there are any old railroad bridges around, maybe reinvent them? Or a new small bridge designed for only non- motorized vehicles. I'm a walker, and I would never cross a bridge with a large amount of traffic on it. A special lane does not help if a driver is distracted or impaired. Sent from my iPhone

476-1  
S1

## Document # 477

Nicholas Bullington &lt;nicholas.e.bullington@gmail.com&gt;

4/21/2021 7:19 PM

## New submission from Contact Form on 169ORX

To info@i69ohiorivercrossing.com

**Name**

Nicholas Bullington

**Email**[Nicholas.E.Bullington@gmail.com](mailto:Nicholas.E.Bullington@gmail.com)**Phone**

(812) 598-1601

**Address**

4207 Huntington Place  
Evansville, Indiana 47725  
United States  
[Map It](#)

**Subject**

Bike Considerations

**Message**

I hope when considering designs for the Ohio River Crossing, the availability of biking trails connecting Indiana to Kentucky is under consideration. As of right now, there are few safe options for non-motorized transportation across the Ohio River.

477-1  
S11

I-69 OHIO RIVER CROSSING PROJECT at website <https://i69ohiorivercrossing.com/contact>

April 14, 2021

I-69 Ohio River Crossing, Project Office

1970 Barrett Court, Suite 100

Henderson, KY 42420

Dear Sirs,

I would like to address the public comment period April 1-15, for the I69OHIORIVERCROSSING proposal.

478-1  
A3 → I support the proposed preferred alternative Central Alternative 1B. I feel that this would better serve the public, community and nation. I do not support having the remaining Ohio River Bridge between Evansville, Indiana and Henderson, Kentucky to become tolled, as the 1B proposal would, could, should become the primary artery for residences of both cities to commute for employment, education, and health care.

There are a few issues that the information I obtained from the website and provided through the virtual public meeting on April 1, 2021, did not address; and I think that they should be addressed somewhere in this document.

478-2  
E4 → 1. Since the proposed ORX bridge and roadway are within the boundaries of the Green River National Wildlife Refuge and Conservation Project Area, the required federal and state mitigation(s) for the bridge, roadway, access and construction roads, river access and wildlife issues should be addressed. I would want to see the required mitigation lands for the entire proposed project be targeted, acquired, purchased, constructed and/or enhanced within in the boundaries of the Green River National Wildlife Refuge and be done in consultation with the US Fish and Wildlife Service, the Kentucky Department of Fish and Wildlife Resources, the Kentucky Division of Forestry and the Kentucky Natural Resources, Division of Parks Staff(s) at the national, regional and local level so as to get the most valued, benefits and successful habitats on the ground.

478-3  
K16 → 2. There will be the requirement of construction of access roads and river access ramps during the planning, surveying, pre-construction and actual construction phases of this project. There should be a strong consideration and planning of these features to

provide the public with as many of these public amenities resulting from this construction, once the bridge and roadways are completed. Specifically, there should be a complete public boat ramp with parking lot and access roads to provide the general public with improved river access, during and post construction. There will be lot of land cleared, altered and/or graded as a result of this project; there needs to be consideration and inclusion of construction for public access sites to the river for things such as: public walking trails, scenic viewing sites, and other such public use facilities.

478-4  
E61



3. I cannot find anywhere in the documents for the planned roadway, or bridge construction the consideration for alternative wildlife passage ways under the interstate, (I-69) or for other terrestrial access for wildlife to use under the bridge, especially when the Ohio and or Green Rivers would be in flood. These flooding periods are critical for wildlife to ingress and egress and area. By providing the necessary alternative terrestrial and non-flooded wildlife passages this will help reduce wildlife/vehicle collisions, reduce personal property losses and reduce insurance cost to the general public. All of which would help with reduced cost and personal property losses to the residents of the local community(s).

478-5  
E62



4. There is no doubt that I-69 will be a noisy roadway, with the forecasted traffic flow in the region, (which is the reason to build it!). However, there needs to be clarification and documentation in the planning documents that the necessary wildlife fencing and noise screening will be installed. Both of these features will help reduce the impacts of the roadways presence and activity(s) on wildlife and community. This could be accomplished with the installation of "deer proof" fencing for long distances along the I-69 corridor which would, focus them toward the other alternative terrestrial wildlife crossing structures such as elevated roadway spans, extra-large and wide culvert type structure for crossings or other designs as may be determined as the best fit to the sites.

Thanks for your time and consideration of these issues.

  
Ben Burnley, Vice-President

Friends of Green River National Wildlife Refuge

14501 USH HWY 41-S

Robards, KY 42452



# INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204  
(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

Eric J. Holcomb  
Governor

Bruno L. Pigott  
Commissioner

**VIA ELECTRONIC MAIL**

May 28, 2021

Ms. Laura Hilden  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

Dear Ms. Hilden:

Re: Comments on Preferred Alternative  
Project: I-69 Ohio River Crossing  
County: Vanderburgh

On May 11, 2021, representatives from the Indiana Department of Environmental Management (IDEM) participated in the I-69 Ohio River Crossing Interagency Advisory Committee Meeting. During the meeting you provided the agency with numerous updates to the project including modifications to the preferred alternative that was selected in your Draft Environmental Impact Statement (DEIS). During the meeting, you requested the agencies provide comments by June 1, 2021, for the modified preferred alternative. The representatives from IDEM requested you submit the proposed plan changes for a more detailed review. In electronic mail correspondence from Daniel Prevost-Parsons dated May 12 & 13, 2021, the requested information was submitted to IDEM. Based upon the review of all the information, IDEM offers the following comments for consideration and inclusion as environmental commitments into the Final Environmental Impact Statement and Federal Record of Decision.

## Office of Water Quality

483-1  
E63

In previous correspondence dated February 6, 2019, The Office of Water Quality provided comments on the I-69 Ohio River Crossing DEIS. In addition to the following comments, all comments in the February 6, 2019, comment letter are still applicable.

The project has now been broken up into two (2) sections and construction for the Indiana portion of the I-69 Ohio River Crossing (Section 2) will not occur until 2027. All field work to identify aquatic resources on the project site will need to be repeated since more than five (5) years will have passed since your original field work. The results of the new wetland delineations and waters determinations will need to be submitted to IDEM and the Army Corps of Engineers for verification and jurisdictional determination.

Significant changes to the rules and regulations have occurred since your original field work was conducted. These rule changes effect what is regulated under the Federal



A State that Works

483-1  
E63

Clean Water Act as well as state waters regulated under IC 13-18-22. These rules and regulations will likely change again so agency consultation should continue as the project moves forward towards final design.

The proposed interchange connection to Indiana's portion of I-69 appears to require more new terrain impacts than what was previously presented in the DEIS. The interchange tie in points to the existing interstate are further east and west than what was proposed. As proposed, the new alignment appears to impact more wetlands along the Eagle Creek corridor. All impacts should be avoided to the greatest extent practical and appropriate compensatory mitigation needs to be provided for unavoidable impacts. Structural spans should be used to avoid hydrology impacts to wetlands remaining within the ramp systems. If secondary impacts occur due to loss of hydrology, connectivity, shading, or other detrimental impacts to the wetlands then additional compensatory mitigation needs to be provided. If earthen fill material is used for the interchange connections MSE walls or other engineering solutions should be used to minimize wetland impacts.

#### Office of Land Quality

Representatives from the Office of Land Quality have reviewed the submitted information and have the following comments.

#### **Site 31 – Huff Landfill**

483-2  
T10

The Phase I in the DEIS (Appendix I-1) states that "Further investigation, such as a Phase II Limited Subsurface Investigation, is warranted for all alternatives." IDEM OLQ recommends submitting proposed boring locations, sampling details, and a final proposed interchange location for comments prior to conducting Phase II investigations on landfills or dump properties. Additionally, we recommend submitting the completed Phase II investigative reports with finalized design details to IDEM for review. We also recommend determining the extent of waste boundaries in areas affected by the future interchange construction.

#### **Potential Waste between Huff Landfill and Don Wathen Dump**

The files for Vogt Landfill, Huff Landfill, Don Wathen Dump, and Ivan Wathen Dump suggest that the construction of the flood levee and the original Robert D. Orr Highway created large borrow areas south of and adjacent to the levee and the highway. Some of those areas were subsequently filled with clean fill, construction/demolition (C/D) waste, and household waste in the form of unpermitted open dump material. Although lidar topography does not suggest fill material in the area east of the Huff Landfill and west of the Don Wathen Dump, we recommend exploratory borings and/or test pits to evaluate the subsurface in this area. We also recommend submitting the findings from exploratory borings and/or test pits with finalized design details to IDEM for review.

### Don Wathen Dump

The Don Wathen Dump was not listed in the Phase I, presumably because it was too far east of the originally proposed Central Alternative 1. The currently proposed Single Preferred Alternative 1 shifts the Indiana interchange to an area east of the Huff Landfill and may encounter waste associated with the Huff Landfill and the Don Wathen Dump. Proposed updates to the Phase I document should include the Don Wathen Dump (VFC [80421320](#), pdf pages 8, 52-53). We recommend conducting a Phase II Limited Subsurface Investigation and/or test pits to evaluate the subsurface on the Don Wathen Dump property and to submit the completed Phase II investigative report and findings from test pits with finalized design details to IDEM for review. We also recommend determining the extent of waste boundaries in areas affected by the future interchange construction.

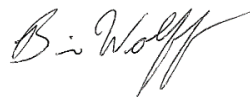
The Ivan Wathen Dump is east of the Don Wathen Dump and presumably unaffected by the proposed interchange. Information for the Ivan Wathen Dump is included on the same VFC pages as the Don Wathen dump.

### ERCs

After review of the Phase II reports and potential test pit information, IDEM will require property owners with remaining waste in place to record an Environmental Restrictive Covenant for their property.

IDEM would like to thank you for allowing us the opportunity to review and comment on the proposed changes. If you have any questions about the Office of Land Quality comments, please contact Kim Vedder, Geologist, by phone at 317-232-8714, or by e-mail at [kvedder@idem.in.gov](mailto:kvedder@idem.in.gov). If you have any questions about the Office of Water Quality comments please contact Jason Randolph, Project Manager, by phone at 317-233-0467, or by e-mail at [jrandolp@idem.in.gov](mailto:jrandolp@idem.in.gov).

Sincerely,



Brian Wolff, Branch Chief  
Surface Water and Operations  
Office of Water Quality

cc: Michelle Allen, FHWA-Indiana  
Deb Snyder, USACE-Louisville, Indianapolis Field Office  
Robin McWilliams-Munson, USFWS  
Virginia Laszewski, USEPA Region 5  
Randy Braun, IDEM Section Chief, Wetlands and Stormwater  
Kim Vedder, IDEM, Office of Land Quality  
Danny Gautier & Matt Buffington, IDNR  
Dan Prevost, Parsons





REPLY TO  
ATTENTION OF:

**DEPARTMENT OF THE ARMY**  
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE  
CORPS OF ENGINEERS  
P.O. BOX 59  
LOUISVILLE KY 40201-0059

May 27, 2021

Regulatory Division  
South Branch (RDS)  
ID No. LRL-2018-1091-ncc

Mr. Daniel Miller  
Parsons  
101 West Ohio Street, Suite 2121  
Indianapolis, Indiana 46204

Dear Mr. Miller:


This is regarding the request for comments on the proposed revisions to the I-69 Ohio River Bridge Crossing (ORX) Draft Environmental Impact Statement (DEIS) that were discussed during an agency phone meeting on May 11, 2021. On May 19, 2021, members of the Regulatory staff conducted a site inspection on the Kentucky portion of the proposed project. The following are comments pertaining to the call and the site inspection:

- The definition of “waters of the United States (U.S.),” as found in the Navigable Waters Protection Rule (85 FR 22250), which became effective June 22, 2020, must be applied to the proposed project’s revised waters report.
- The newly proposed detention basins appear to be located in uplands.
- Forested Wetlands 5B and 6 are of high quality and would require to be mitigated at a minimum 3:1 ratio.
- If the proposed project would impact federal properties, the applicant would be required to obtain a Section 408 permit (33 USC 408) from the U.S. Army Corps of Engineers (Corps) prior to issuance of a Section 404/10 permit.
- If a U.S. Coast Guard permit is required for the project, it must be obtained prior to the issuance of a Section 404/10 permit.

484-1  
E64

Thank you for the opportunity to comment on the revised DEIS. If you have any questions concerning this matter, please contact this office at the above address, ATTN: CELRL-RDS or call Norma Condra at (502) 315-6680. Any correspondence on this matter should refer to our ID Number LRL-2018-1091-ncc.

Sincerely,

 2021.06.01  
11:10:16 -04'00'

David Baldrige  
Chief, South Branch  
Regulatory Division



June 1, 2021

Dan Prevost, AICP CTP  
Senior Project Manager  
151 West 4<sup>th</sup> Street  
Box 16  
Cincinnati, OH 45202

**RE: I-69 Ohio River Crossing Single Preferred Alternative**

Dear Mr. Prevost,

The Natural Resources Conservation Service (NRCS) has reviewed the information submitted for the subject project in Henderson, Kentucky and Evansville, IN. The USDA-Natural Resources Conservation Service (NRCS) is concerned with potential impacts that projects might have upon prime farmland soils, farmlands of statewide importance, PL-566 watershed structures, wetlands identified under the Food Security Act, Wetland Reserve Program (WRP/WRE) and Grassland Reserve Program (GRP) easements. Our comments in this letter pertain to the portion of the project located within and around Henderson, Kentucky.

KY NRCS is not aware of any existing easements, plans or activities related to ongoing efforts in the defined project areas. A cursory review indicates that prime farmlands and farmlands of statewide importance are located within the preferred alternative. This project may have the potential convert prime farmland and farmlands of statewide importance from agricultural to non-agricultural uses. A Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from any local NRCS office and are also available as electronic forms on the web at:

<http://forms.sc.egov.usda.gov/eForms/welcomeAction.do?Home>.

NRCS has no further environmental comments regarding the proposed project. We appreciate the opportunity to provide input on this project. If you have questions regarding this matter, please contact Steve Blanford, State Soil Scientist at (859) 224-7607 or Casey Shrader, NRCS KY State Biologist at (859) 224-7372 or [Casey.Shrader@ky.usda.gov](mailto:Casey.Shrader@ky.usda.gov).

Sincerely,

C. GREGORY STONE  
State Conservationist

cc: Casey Shrader, State Biologist, Lexington, KY  
Steve Blanford, State Soil Scientist, Lexington, KY

**From:** [Kajumba, Ntale](#)  
**To:** [Prevost, Daniel](#)  
**Cc:** [Laszewski, Virginia](#); [Westlake, Kenneth](#)  
**Subject:** [EXTERNAL] EPA I-69 ORX Pre-FEIS Comments (Single Alternative)  
**Date:** Tuesday, June 1, 2021 10:32:33 AM

EPA I-69 ORX Interagency Advisory Committee Pre-FEIS Comments (Single Alternative)

Thank you for sharing updates on the changes made to the I-69 Ohio River Bridges Crossing Draft Environmental Impact Statement (DEIS) Project. U.S. Environmental Protection Agency Region 4 and Region 5 participated in the Interagency Advisory Committee Meeting held on May 11, 2021 to discuss the updates. We have also reviewed meeting documents and response to our agency's comments.

We recognize that there were changes following the DEIS, which identified two Preferred Alternatives: Central Alternative 1A and Central Alternative 1B, to now include a single preferred alternative: Central Alternative 1B Modified. The 11.2-mile alternative includes upgrades to approximately 2.8 miles of existing US 41 and construction of 8.4 miles of new highway, including a new bridge over the Ohio River that connects I-69 in Evansville, Indiana to I-69 in Henderson, Kentucky. This alternative would toll the new I-69 bridge and retain the US 41 (no tolls).

EPA understands that the modifications to the project derived from changes to the intersection and additional design work to help reduce cost and improve traffic and access. These adjustments will result in some changes to project impacts both positive and negative (i.e., wetlands and streams, noise, farmland, environmental justice and stormwater management).

EPA recommends KYTC/INDOT continue to work on reducing impacts to wetlands and other waters of the U.S. during Section 1 and Section 2 design and construction. EPA understands that treating stormwater prior to discharge directly into the Ohio River was deemed to be a challenge, but we continue to encourage KYTC/INDOT to identify innovative ways to channel and treat, as much as possible, Section 2 bridge/roadway runoff prior to direct discharge off the bridge. We also support continued efforts to further minimize/mitigate noise impacts to residents. We understand that additional information on noise will be forthcoming.

If you have any further questions, feel free to contact me at [Kajumba.ntale@epa.gov](mailto:Kajumba.ntale@epa.gov) or 404 562-9620 or Virginia Laszewski at [Laszewski.virginia@epa.gov](mailto:Laszewski.virginia@epa.gov) or 312-866-7501 .

**Ntale Kajumba**

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