

APPENDIX H-3

Interagency Committee (IAC) Meeting Records

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I-69 Ohio River Crossing, IAC Member list, July 26, 2018

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MEETING MINUTES

Date: April 12, 2017

Time: 9:00 AM CT

Meeting: I-69 ORX IAC Meeting #1

Location: Old National Events Plaza, Ballroom Locust BCEF, 715 Locust Street, Evansville, IN 47708

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ITEM	TOPIC/DISCUSSION
1.	Project Overview/History – Dan Prevost <ul style="list-style-type: none"> Dan provided an overview/history of the I-69 corridor through the U.S. and activities associated with the 2004 DEIS for the I-69 SIU#4 through the Evansville-Henderson region.
2.	Reinitiating the Project (where we're starting from) – Dan Prevost <ul style="list-style-type: none"> Dan provided an overview of the current I-69 Ohio River Crossing (ORX) project, showing revised termini for I-69 in Evansville and Henderson.
3.	Anticipated Milestone Schedule – Dan Prevost <ul style="list-style-type: none"> Dan shared a high-level project schedule through the I-69 ORX project FEIS/ROD.
4a.	Role of the Agencies – Dan Prevost <ul style="list-style-type: none"> Dan shared the anticipated role of the environmental agencies for the I-69 ORX project. Touchpoints (IAC meetings) <ul style="list-style-type: none"> Jason Randolph (IDEM) questioned the schedule for publishing the DEIS in Spring of 2018? Why wait 1.5 years to review comments? Dan explained that the schedule reflects publication of the DEIS. Document preparation starts in 2017. The project intent is to come back to the agencies in the Fall of 2019 to respond to DEIS comments and present proposed mitigation for the Preferred Alternative. Ken Westlake (USEPA) commented that he appreciates that the team is contemplating a streamlined effort. Ken questioned whether the team is considering the possibility of a formal NEPA/CWA Section 404 merger on this project. It was discussed that INDOT has not used this process for any Indiana projects yet. Dan Prevost responded that the project team has discussed this option, but based on prior experience with agencies, the team is not currently planning on pursuing the formal process. Coordination milestones allow agencies to have input at key points. Michelle Allen (FHWA) responded that she is open to having the conversation with USACE about their use of FHWA documents. Neither Indiana or Kentucky currently have a formal NEPA/404 merger process.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked whether the project team plans on holding a citizens' advisory committee meeting? Dan Prevost responded that yes, there are a number of representatives from local organizations, the community at large, and local government that will be represented in the River Cities Advisory Committee (RCAC), the first meeting of which is being held tomorrow, April 13 in Evansville. The project is performing a tiered, broad public outreach program following the open house model. The project team has been in communication with FHWA regarding EJ populations in the project area and will set up a subcommittee of the RCAC (invitations to be extended to about a dozen organizations that specifically serve potential EJ communities in the area). This subcommittee will provide an additional forum to discuss pertinent issues within a smaller format. Part of the goal of this team is to take the project to these communities where possible. Michelle Allen (FHWA) added that the EJ coordination component is included in the project's Public Involvement Plan which is Appendix B of the Coordination Plan.

ITEM	TOPIC/DISCUSSION
4b.	<ul style="list-style-type: none"> Reviews (review periods) <p>Jason Randolph (IDEM) asked what kind of format is required/desired for submittal of comments? Dan Prevost responded that comments via phone, e-mail and/or written letter will all suffice. Michelle Allen (FHWA) added that formal comments on the DEIS should be provided on agency letterhead, otherwise sending interim comments via e-mail is fine. Michelle requested that she and Janelle Lemon (INDOT) be copied on all e-mails.</p>
5.	<p>Purpose and Need/Revised Project Termini – Dan Prevost</p> <ul style="list-style-type: none"> The question was raised as to why the segments of I-69 in Indiana have high crash rates. Brian Aldridge (Stantec) responded that it likely involves several factors, but may be due in part to the speed differential during off-peak hours. Many are single vehicle accidents involving the driver going off the road. Dan Prevost added that as part of this project the team will be looking at design elements that may be contributing factors to crash rates and assess whether anything can be fixed. Virginia Laszewski (USEPA) asked if the project team will be prioritizing/weighting any of the P&N performance measures. Dan Prevost responded that the team has not yet discussed weighting screening criteria but added that the first criterion (completing this segment of I-69) is assumed to be a requirement for the project.
6.	<p>Range of Alternatives – Dan Prevost</p> <ul style="list-style-type: none"> Dan shared a map depicting the range of alternative alignments currently being screened, and requested input from agencies on these alignments. One participant asked for confirmation of the \$25 million maintenance cost for existing bridges. Dan Prevost responded that the FixFor41 is a 3-year project that includes rehabilitation of several of the approach spans, minor repairs to the Ohio River spans, and a deck overlay for the southbound bridge. The question was asked: How many years will this maintenance extend the service life? Dan responded that it is intended for 20-25 yrs.
	<ul style="list-style-type: none"> The question was asked whether the bridges are listed/eligible for listing on the National Register of Historic Places. Dan Prevost indicated that the northbound bridge, built in 1932, was previously determined eligible for listing. The southbound bridge, built in 1965, was not evaluated as part of the 2004 DEIS, because it was not yet 50 years old at that time. It will be evaluated as part of this project.
	<ul style="list-style-type: none"> Ken Westlake (USEPA) asked about the difference between West Corridor No. 2 and Alternative 7 from the Feasibility Study. Dan Prevost responded that both have similar footprints but West Corridor 2 would be at-grade with service roads on one or both sides. Feasibility Study Alternative 7 had an elevated viaduct structure with service roads underneath.
	<ul style="list-style-type: none"> The question was raised regarding possible inclusion of pedestrian and bike crossing components with the possible bridge replacements. Dan Prevost responded that no decision has been made on that yet but these features will be considered. The team will talk with local and regional planners to gauge the demand and interest.

ITEM	TOPIC/DISCUSSION
	<ul style="list-style-type: none"> One participant asked whether the conceptual range of alternatives are defined enough at this point to know whether any involve Section 4(f)/6(f) impacts. Dan responded that the team is currently looking at wide study corridors and will assess the presence of 4(f)/6(f) properties in the Level 1 and 2 screenings. There are a number of 4(f) properties in the region and the team will be looking to avoid them where possible.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked about commuter traffic and congestion and whether the project will perform a commuter traffic analysis. Brian Aldridge (Stantec) responded that the current traffic volume estimates are based on the Evansville MPO model and the project is currently in the process of updating the model from a 2015 base year to a 2045 design year. The team is working to understand the origin and destination of trips and incorporate that information into the models. This information is also needed for vehicle capture and tolling rates. The project has purchased Origin-Destination data from StreetLight which will be used for the model update. The team is hopeful that this data will help clarify commuter traffic movement.
	<ul style="list-style-type: none"> One participant asked if there is bus service crossing the bridge. Seyed Shokouhzadeh (EMPO) responded that there is not; however, there are currently discussions about providing that service.
	<ul style="list-style-type: none"> Seyed Shokouhzadeh (EMPO) asked if the project team is going to gauge the interest and/or is the team looking at additional alternatives for bike and pedestrian traffic. Dan Prevost responded that it is the team's intent to consider that as part of this project. The question was asked whether incorporation of consideration of these assets into the project alternatives is a requirement of FHWA. Michelle Allen (FHWA) indicated that it is not a requirement, but will be a consideration and a conversation between the MPO and the public. Seyed responded that the EMPO is doing transportation planning and considers all forms of transportation. Michelle said that the project team will look at all the different plans in the area and consider how this project will affect each of them. The project will look at pedestrian/bike access in detail during Level 2 screening.
	<ul style="list-style-type: none"> Ntale Kajumba (USEPA) asked whether the bike path facility was a component of the 2004 DEIS Preferred Alternative. Dan Prevost responded that it was not.
	<ul style="list-style-type: none"> Regarding the 2004 Preferred Alternative, Dave Williams (Kentucky Geological Survey, asked whether that alternative was the one that was being promoted by the Henderson business community. Dan responded that BridgeLink had been promoting Alternative 1 from the Feasibility Study, which is similar to Central Corridor 1. Dave Williams also asked if our project is planning on using narrow shoulders and other cost-saving measures that BridgeLink has promoted. Dan responded that we would be considering ways to save money, but that no decisions have been made to date regarding specific design elements.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked if the project builds a new river crossing and doesn't include bike access, can we use the existing US 41 crossing as a bike/pedestrian crossing. Dan responded that the team has talked about that concept internally and agreed that the existing bridges may provide an opportunity to convert one of the existing bridges to a bike and pedestrian facility. In addition, if the decision is made to remove heavy traffic from one of the bridges, it may have a longer life span for this type of use.

ITEM	TOPIC/DISCUSSION
	<ul style="list-style-type: none"> One participant asked whether the existing US 41 bridges meet existing Coast Guard requirements. Coast Guard representatives responded that yes they do.
	<ul style="list-style-type: none"> Gary Valentine (KYTC) stated that the project team will evaluate everything including long range plans. He emphasized the need for financial feasibility of the alternatives, and the need to set expectations early on in the project.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked whether Indiana and Kentucky have money for the project. Janelle Lemon (INDOT) responded that for now, all that has been allocated for the project is \$17 million for NEPA studies. When the project team looks at the Preferred Alternative, we will look at options for the states to fund. Virginia asked whether the project may run into the same financial issues this time as it did with the project in the 2004 DEIS. Janelle indicated that the cost was over \$1 billion last time and there were a lot of ongoing competing projects at the time. The states have just finished the Louisville bridges project and they expect that now is the time to present the I-69 ORX project. This time there are additional funding sources being considered, including tolling. Gary (KYTC) added that the states have invested over \$2.2 billion in the I-69 corridor, and the governors want a financial solution to connect the I-69 segments. He expects that the commitment for funding will be there this time, given these prior investments and current I-69 infrastructure.
	<ul style="list-style-type: none"> The EMPO added that when the I-69 project was added to the Transportation Improvement Plan, funding was mentioned but specific numbers were not included.
	<ul style="list-style-type: none"> Virginia asked whether I-69 in Indiana (formerly I-164) was built to Interstate standards. Janelle Lemon (INDOT) responded "yes."
	<ul style="list-style-type: none"> One participant asked if the west corridors would both be built at-grade through Henderson. Dan responded "yes, that is anticipated."
7.	<p>Environmental Issues – Dan Prevost.</p> <ul style="list-style-type: none"> Dan provided a high-level summary of the environmental issues that will be considered. Virginia Laszewski (USEPA) asked if archaeological surveys were performed during the earlier studies. Dan Prevost responded that the states performed archaeological surveys on the Preferred Alternative in 2004 (currently Central Corridor 2). These data will provide a head start for the current project. The 2004 studies only went through Phase 1 cultural studies. There were a number of areas where additional testing was specified but were not performed at that time due to the project being suspended.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked if the SHPOs and tribes are OK with this based on those studies. Dan Prevost responded that he did not know at this time. These are questions that will be posed to the agencies for consideration. Dan Prevost added that the DEIS will include full literature searches with both SHPO offices.

ITEM	TOPIC/DISCUSSION
	<ul style="list-style-type: none"> It was asked what would occur if the project identified something “huge” along the Preferred Alternative. Michelle Allen (FHWA) responded that if there is something that is discovered between the DEIS and the FEIS, then the team will have to go back out and do additional Public Involvement and review at that point. One participant asked if there is allowance for possible mitigation. Michelle responded that it depends on the resource. Dan Prevost added that one of the benefits of identifying a Preferred Alternative during the DEIS is to allow agencies to comment ahead of time.
	<ul style="list-style-type: none"> Kim Penrod (Delaware Nation) commented that they are not comfortable with doing only a Phase I cultural resources study, and asked for a copy of the previous study. Michelle Allen (FHWA) responded that in 2004 the states performed archaeological studies on the Preferred Alternative, but didn’t do any Phase 2 studies because the project stalled. For the I-69 ORX project, there will be additional studies that occur for the Preferred Alternative, and the Delaware Nation will be part of the Section 106 process as well as the IAC. Dan Prevost added that there will be several meetings of the Section 106 consulting parties to review the process, survey results, and any proposed mitigation activities.
	<ul style="list-style-type: none"> Wade Tharp (IDNR-DHPA) stated that they were reviewing cultural resources report submissions from 2004. One of the responses involved a concern over vibrations and the need for monitoring. The SHPO requests that the team look at former response letters from the SHPO before moving ahead for additional project studies. Dan Prevost responded that that is the project team’s intent.
	<ul style="list-style-type: none"> Virginia Laszewski (USEPA) asked Michelle Allen (FHWA) when the MOA will be done. Michelle responded that that is still down the road in the future. We need to do Section 106 coordination, look at resources, etc. If we do have an MOA, it will be conducted prior to the FEIS/ROD (in response to impacts). It was asked what information the team plans to include in the DEIS for resources that were identified so far. Dan Prevost responded that it will be based on previous investigations, historic properties/eligibility determination, etc. It was asked if the team will perform the same level of study for each alternative? Dan responded “yes”. But for archaeology, we may have more inform on Central Corridor 2 which was the Preferred Alternative in 2004. Michelle Allen (FHWA) responded that our goal is to have the Preferred identified in the DEIS. Our intent is to have as much information in there as possible, including cultural resources effects.
	<ul style="list-style-type: none"> It was asked if a combined FEIS/ROD will be prepared and include agency comments. Michelle Allen (FHWA) indicated that a combined FEIS/ROD will be prepared and that the team will include responses to DEIS comments in the FEIS/ROD. Responses to the agency comments will be provided before they get the FEIS/ROD. The project will convene a separate group to determine how we will go through comments. Dan Prevost added that the purpose of IAC meeting #4 is to go through comments.

ITEM	TOPIC/DISCUSSION
8.	Proposed Methodologies – Dan Prevost <ul style="list-style-type: none"> Dan provided a high-level overview of the I-69 ORX project’s proposed methodologies. Virginia Laszewski (USEPA) asked that the team give her an advanced 2-week notice for request for comments on project documents so that she can incorporate the review into her schedule. She also asked the team to send a CD and hard copy of the document. IDNR-DHPA also requested paper copies of documents and CDs. Dan Prevost responded that we will follow any agency practice.
9.	Next Steps – Dan Prevost <ul style="list-style-type: none"> Dan touched upon the next steps anticipated on the part of the agencies at this time for the I-69 ORX project. Dan indicated that the project team requests agency comments on project handouts by May 12, 2017.
	<ul style="list-style-type: none"> The next IAC meeting will be sometime this summer. At the meeting, the team will present the results of the Level 1 screening for each of the study corridors which we will want to advance into the DEIS.
10.	Questions: <ul style="list-style-type: none"> Michelle Allen (FHWA) asked all agencies to identify their central point of contact and/or Division Lead and provide those names to the project team.
	<ul style="list-style-type: none"> Seyed Shokouhzadeh (EMPO) asked if there are any changes in the proposed project approach, given the change of administration in Washington. Dan Prevost responded that he can’t speculate on what might be coming; but he anticipates that addressing climate change and greenhouse gas (GHG) considerations will no longer be required. President Trump recently rescinded the Executive Order that requires projects to consider GHG emissions on climate change, and effects of climate change on projects.
	<ul style="list-style-type: none"> Deb Snyder (Army Corps) asked if the team plans on conducting full blown wetland delineations on all alternatives. Dan Miller responded “tentatively yes”, but the project team will have additional discussions with the agencies. Another participant asked if the project team will be performing mussel surveys. Dan responded that yes, we expect to perform surveys, but the details of those surveys will be dependent on coordination with relevant state and federal agencies, and will only be performed on the DEIS corridors. We will nail down protocols and locations with agencies further down the road.

INTERAGENCY ADVISORY COMMITTEE (IAC) MEETING #1

DAN PREVOST, PARSONS, ENVIRONMENTAL LEAD



Project Team



- **Michelle Allen**, Indiana Division
- **Duane Thomas**, Kentucky Division
- **Janelle Lemon**, Project Manager
- **Paul Boone**, Project Engineer
- **Marshall Carrier**, Project Manager
- **Gary Valentine**, KYTC Major Project Advisor
- **Steve Nicaise**, Consultant Project Manager
- **Dan Prevost**, Environmental Lead

AGENDA

1. Reinitiating the Project
2. Anticipated Milestones
3. Agencies' Role / Coordination Points
4. Agency Review Periods / Process
5. Purpose and Need
6. Range of Alternatives
7. Screening Process
8. Environmental Issues/Studies
9. Proposed Methodologies
10. Next Steps

3



REINITIATING THE PROJECT

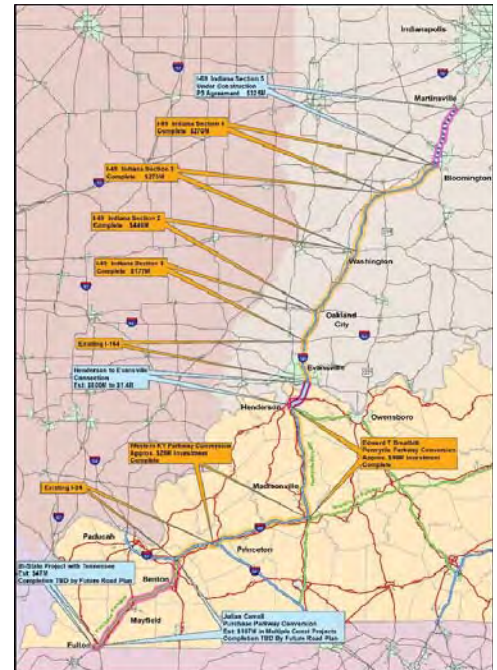
4



Reinitiating the Project

I-69 Corridor Status – Indiana and Kentucky

- Indiana
 - Sections 1-4: Complete (114 miles)
 - Section 5: Under Construction (21 miles)
 - Section 6: NEPA Phase
- Kentucky
 - Breathitt Parkway Conversion: Complete (42 miles)
 - Western Parkway Conversion: Complete (38 miles)
 - Signing Existing I-24 as I-69: Complete (16 miles)
 - Purchase Parkway Conversion:
 - Under Construction (32 miles)
 - NEPA Phase (20 miles)

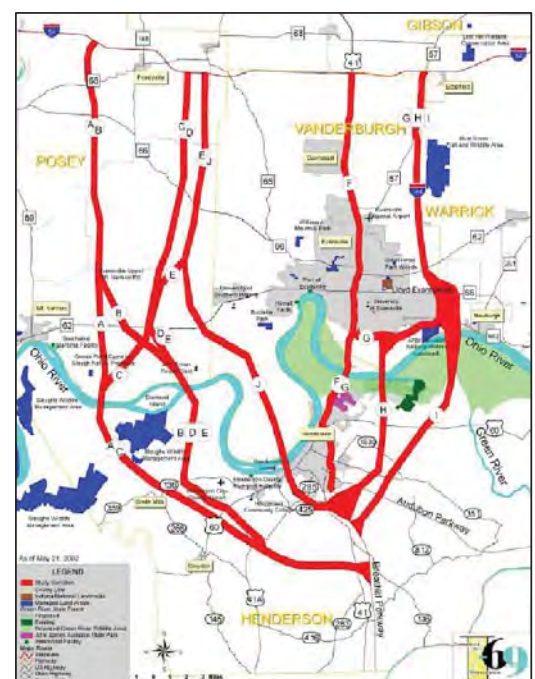


5

Reinitiating the Project

2004 Draft EIS

- 2001 Notice of Intent
- Logical Termini
- Alternatives East and West of Evansville
- Alternative 2 identified as Preferred
- Project suspended in 2005



6

Reinitiating the Project

Additional Corridor Studies

- Technical Memorandum – Conceptual Financial Plan for I-69 Henderson, KY and Evansville, IN (2008) (KYTC)
 - Evaluated tolling and other potential funding sources
- I-69 Feasibility Study – SIU #4 (2014) (KYTC – Kentucky only)
 - Reexamined possibility of single new Ohio River bridge
 - Introduced modified version of 2004 DEIS Preferred Alternative, designated as Alternative 1

7

Reinitiating the Project

Recent Activities

- | | |
|---------------|--|
| June 30, 2016 | Governors sign MOU |
| Nov 14, 2016 | INDOT/KYTC select Parsons Team |
| Feb 13, 2017 | I-69 Ohio River Crossing EIS Notice of Intent published in <i>Federal Register</i> |



8

MILESTONE SCHEDULE

9



Scoping Phase

- Purpose and Need
- Range of Alternatives

NOI



2017

2018

2019



10

Level 1 Screening

- Secondary Source Data Collection
- Windshield Surveys
- Level 1 Screening Criteria
- Level 1 Screening – Selection of DEIS Corridors

NOI



11

Level 2 Alts Analysis

- Environmental Field Surveys
- Preliminary Design Development
- DEIS Tolling Model
- Impact Assessment

NOI



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DEIS Preparation

- Identify Preferred Alternative
- DEIS Preparation
- DEIS Publication – Fall 2018
- Public Hearing



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Post-DEIS Studies

- Archaeological Surveys (Preferred Alternative only)
- Biological Opinion (if required)
- Formal Jurisdictional Determination



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FEIS/ROD Preparation

- FEIS/ROD preparation
- FEIS/ROD Publication – Fall 2019



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AGENCIES' ROLE/ COORDINATION POINTS

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Agencies' Role

- Meaningful and early input on
 - Purpose and Need
 - Range of Alternatives
 - Methodologies
 - Screening Process
 - Agency Approval Requirements
- GOAL: Process that concurrently satisfies requirements for NEPA, permits, and other approvals (FAST Act)

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Agencies' Role

- Engagement Methods
 - Interagency Advisory Committee meetings
 - Joint field reviews, as appropriate
 - Individual meetings

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Agency Coordination Points

IAC #1 Spring 2017	Purpose and Need, Proposed Range of Alternatives, and Methodologies
IAC #2 Summer 2017	Level 1 Screening Results (Identify DEIS Alternatives)
IAC #3 Fall 2018	Level 2 Screening Results/Preferred Alternative and DEIS review
IAC #4 Fall 2019	Review DEIS comments and proposed mitigation measures for the Preferred Alternative

AGENCY REVIEW PERIODS/PROCESS



Agency Review Periods/Process

- Cooperating/Participating Agency Invitation – 30 days to accept or decline, identify a point of contact, and provide initial comments
- IAC Meetings – Provide comments within 30 days following each meeting
- DEIS – 45-day comment period
- FEIS/ROD – Responses will be provided for agency comments on the DEIS

PURPOSE AND NEED

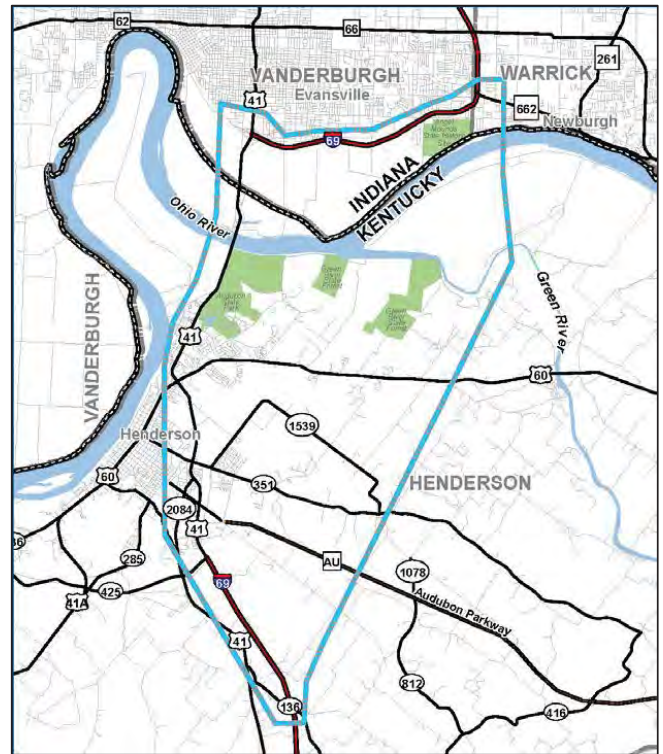


Purpose and Need

Four primary needs have been identified for the project:

- Lack of National I-69 Corridor system linkage
- High cost of maintaining cross river mobility on existing facilities
- Unacceptable levels of service for cross-river traffic
- High-crash locations in the I-69/US 41 Corridor

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Purpose and Need

Lack of National I-69 Corridor system linkage

- US 41 is only cross-river access in the region
- US 41 connects I-69 in Indiana and I-69 in Kentucky
- US 41 through Henderson has numerous at-grade intersections (three signalized) and commercial driveways
- Both US 41 bridges are functionally obsolete

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Purpose and Need

High cost of maintaining cross river mobility on existing facilities

- US 41 bridges are 52 and 85 years old
- Increasingly expensive to maintain
- Major rehabilitation or replacement anticipated within 25-30 years
- Must consider future of US 41 bridges in long-term strategy

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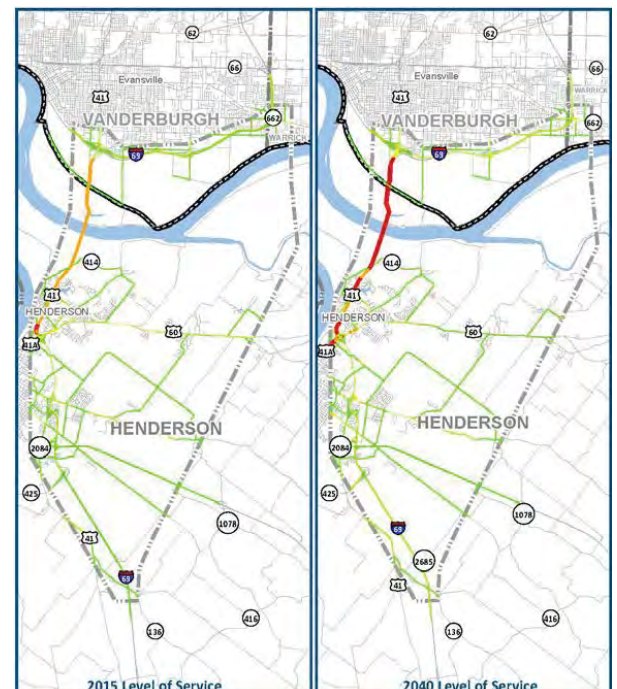


Purpose and Need

Unacceptable levels of service for cross-river traffic

- 2015: US 41 largely LOS E on bridges and through Henderson
- 2040: US 41 largely LOS F on bridges and through Henderson

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Project Purpose

- Provide cross-river system linkage and connectivity between I-69 in Indiana and I-69 in Kentucky that is compatible with the National I-69 Corridor.
- Develop a solution to address long-term cross-river mobility needs.
- Provide a cross-river connection that reduces traffic congestion and delay.
- Improve safety for cross-river traffic.

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Performance Measures

- Provide a roadway facility for SIU #4 that can be designated as I-69.
- Identification of a cost effective and affordable plan for long-term cross-river mobility.
- Provide a river crossing operating at a minimum LOS D (C is preferable).
- Provide a river crossing that improves safety.

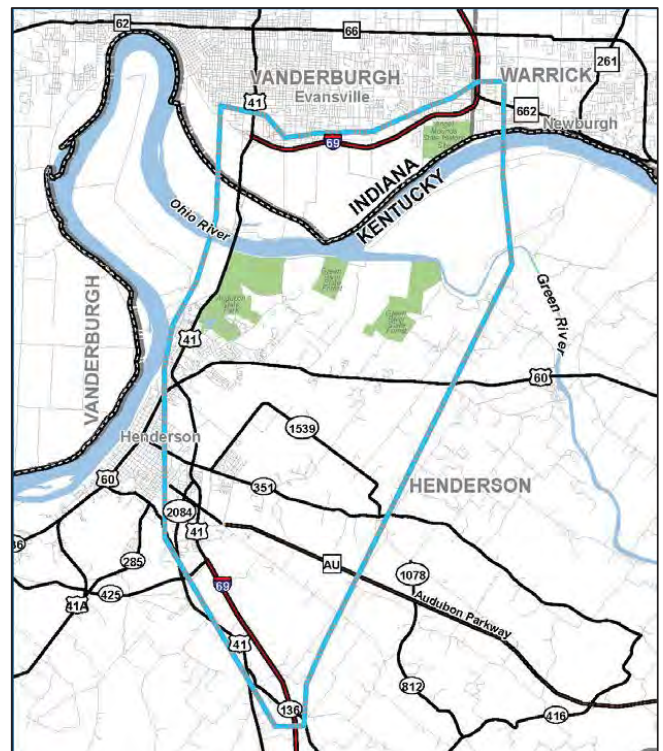
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What's changed?

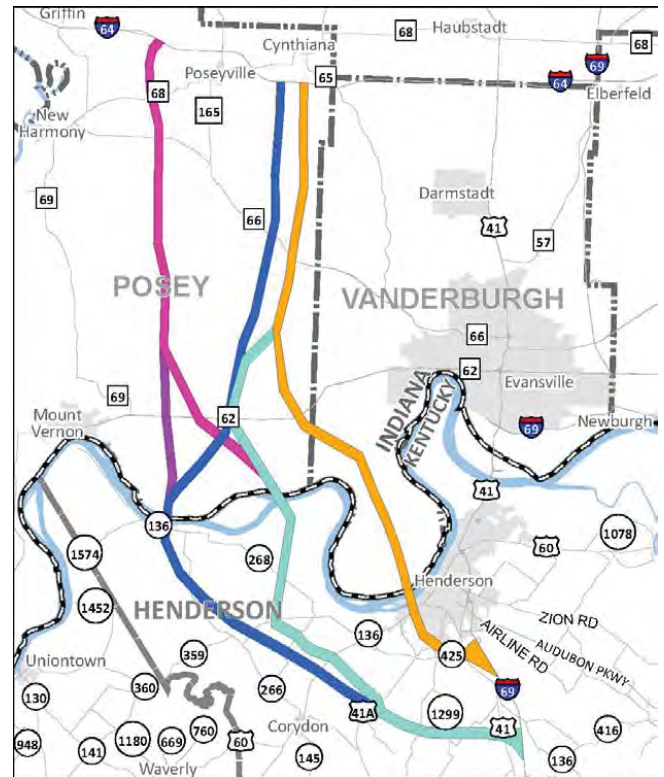
- Logical Termini
- Recognition of long-term needs of US 41 bridges
- Focus on financial feasibility



Preliminary Range of Alternatives

Alternatives considered and dismissed from the 2004 I-69 DEIS:

- Western Alternatives – new termini
- Transit/Transportation Demand Management – did not meet P&N



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Preliminary Range of Alternatives

Alternatives considered and dismissed from the 2014 I-69 Feasibility Study.

- Elevated I-69 over Existing US 41 (Four Alternatives) – costs significantly greater (65% to 165%) than at-grade options



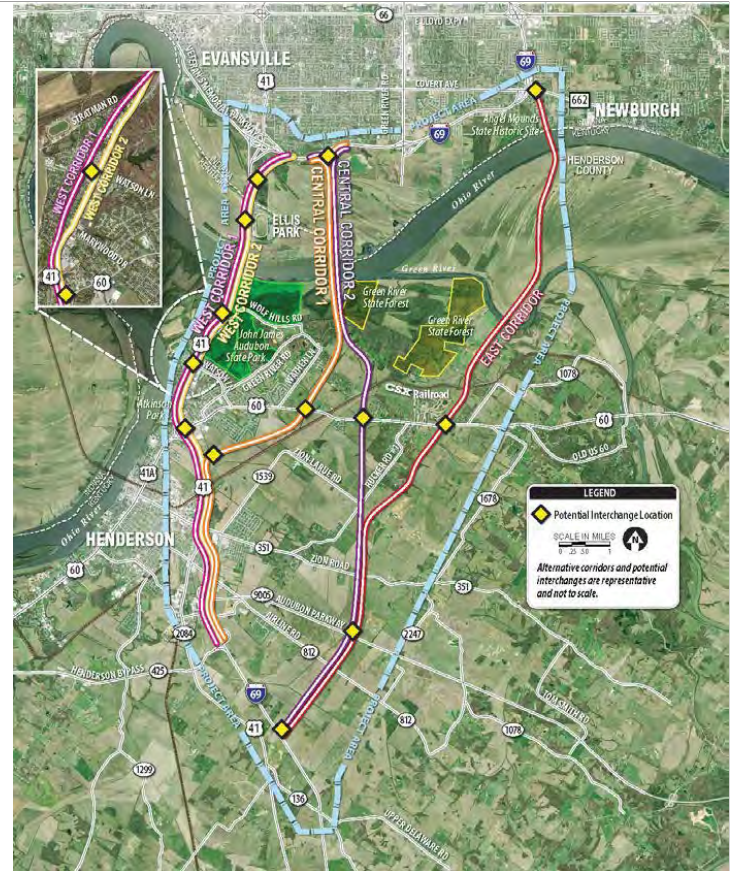
34

Preliminary Range of Alternatives

Corridors Based on Previous Studies

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

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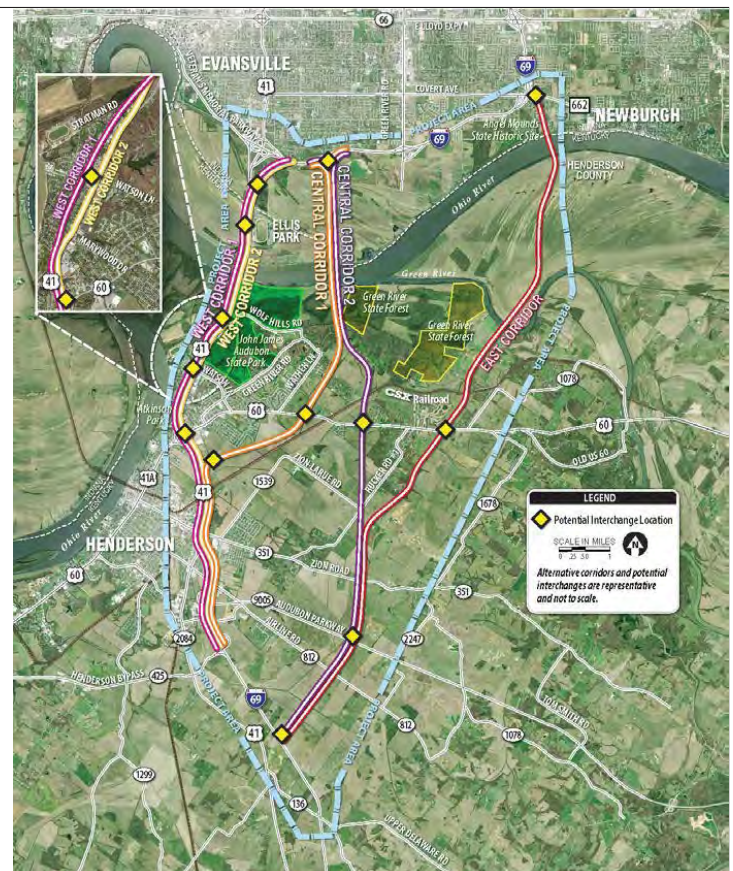


Preliminary Range of Alternatives

Existing US 41 Bridges

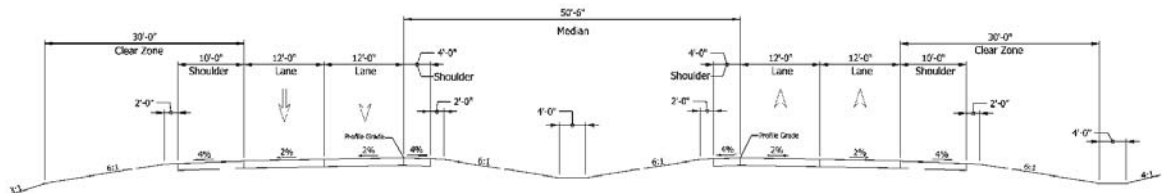
- West Corridors would replace existing US 41 bridges
- Central and East Corridors could keep or eliminate existing US 41 bridges

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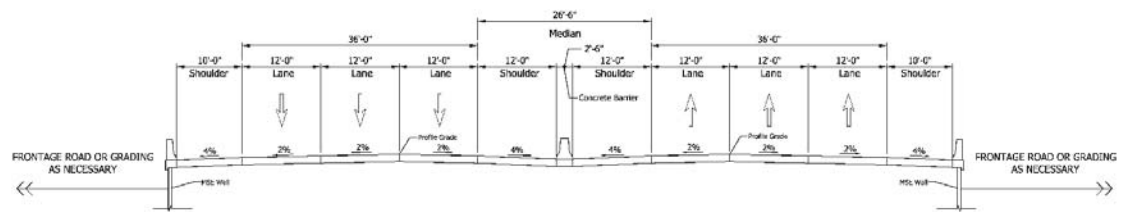


Typical Sections

Rural 4-lane



Urban 6-lane



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Tolling

- Will be studied as part of the funding solution
- Will be evaluated in detail for DEIS Alternatives

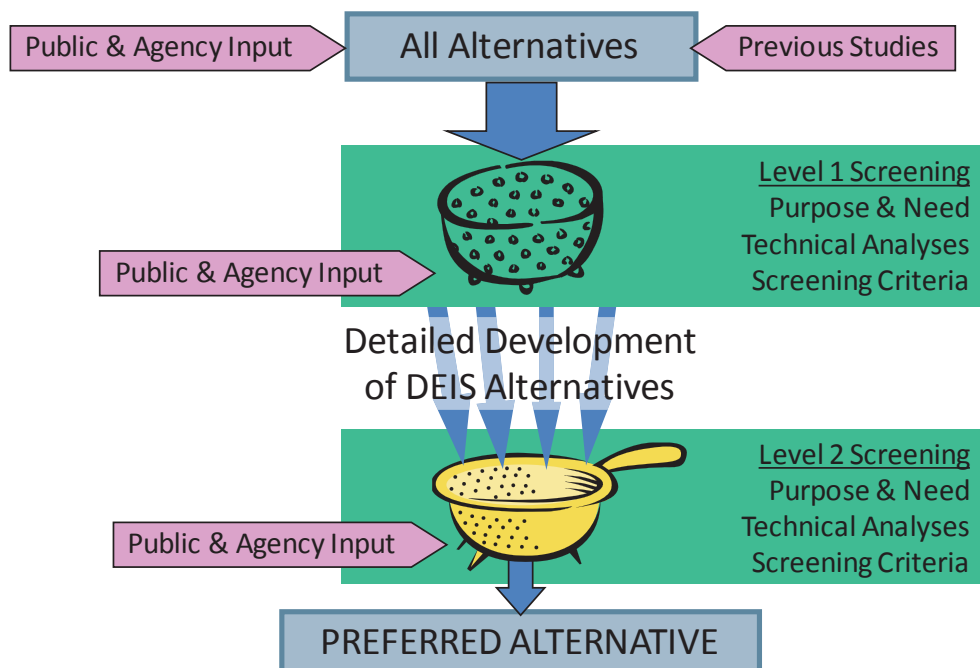
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SCREENING PROCESS

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Screening Process



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Screening Process

Level 1 Screening

- Based on secondary source data (including previous DEIS data) and windshield surveys
- Screening footprints:
 - Urban: 300 feet
 - Rural: 600 feet
- Tolling: no detailed evaluation during Level 1 screening
- Level 1 Screening Report
- Agency and Public Input

Screening Criteria Categories

- Purpose and Need
- Social/Environmental Impacts
- ROW/Relocations
- Cost
- Traffic

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Screening Process

Level 2 Screening (DEIS Alternatives)

- Preliminary designs (construction and right-of-way limits)
- Field surveys for natural, socioeconomic, and historic resources (Archaeological surveys only on Preferred Alternative after DEIS)
- Level 2 screening will identify a Preferred Alternative (in DEIS)
- Agency and Public Input

Screening Criteria Categories

- Purpose and Need
- Social/Environmental Impacts
- ROW/Relocations
- Tolling Traffic Model
- Cost/Financial Feasibility

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ENVIRONMENTAL STUDIES

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Putting the Pieces Together

Traffic & Transportation

- I-69 linkage
- US 41 corridor
- Traffic diversion
- Ohio River navigation

Environmental

- Floodplains
- Wetlands/streams
- T&E species
- Historic resources

Community Impacts

- Environmental justice
- Relocations
- Section 4(f)

Costs/Financial

- Construction cost
- Long-term maintenance
- Financial Feasibility

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ENVIRONMENTAL METHODOLOGIES

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Environmental Methodologies

Environmental Methodology Approach Memo

- Integrate practices of two states and (in some cases) two federal regions/districts
- Distributed prior to IAC Meeting #1
- Select resource categories
- IAC input desired

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NEXT STEPS

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Next Steps

- IAC input needed on:
 - Purpose and Need
 - Range of Alternatives
 - Screening Process
 - Environmental Methodologies
- Deadline for comments: May 12, 2017
- Next IAC Meeting: Summer 2017 – to review Level 1 Screening results

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THANK YOU



MEETING MINUTES

Date: July 20, 2017

Time: 9:30 –11:15 AM CT

Meeting: I-69 ORX IAC Meeting #2

Location: Worsham Hall, Henderson, KY

List of Attendees

Name	Organization	Email
<u>AGENCIES</u>		
John Carr (Phone)	IDNR-DHPA	jcarr@dnr.in.gov
Sunni Carr	KDFWR	Sunni.Carr@ky.gov
Mike Compton	KSNPC	Mike.compton@ky.gov
Norma Condra	U.S. Army Corps of Engineers	Norma.c.condra@usace.army.mil
Doug Dawson	KDFWR	doug.dawson@ky.gov
Phil DeGarmo	USFWS-KY	phil_degarmo@fws.gov
Stephanie Hayes (Phone)	KY DOW	stephanie.hayes@ky.gov
Denise Held for Mike Cox	Natural Resources Conservation Service - Indiana	mike.cox@in.usda.gov
Bill Huser	KY Heritage Council	William.huser@ky.gov
Samantha Kaiser (Phone)	KY DOW	water@ky.gov
Ntale Kajumba	USEPA Region 4	Kajumba.ntale@epa.gov
Amanda Kincaid	Kentucky SHPO	Amanda.kincaid@ky.gov
Nicole Konkol	KY Heritage Council	Nicole.konkol@ky.gov
Virginia Laszewski (Phone)	USEPA Region 5	Laszewski.virginia@epa.gov
Robin McWilliams-Munson	USFWS-IN	Robin_McWilliams@fws.gov
William Novak (Phone)	KDNR	bill.novak@ky.gov
Kim Penrod	Delaware Nation, OK	kpenrod@delawarenation.com
Evelyn Pickett	KSNPC	Evelyn.pickett@ky.gov
Jason Randolph	IDEM	jrandolp@IDEM.IN.gov
Seyed Shokouhzadeh	Evansville MPO	sshokouhzadeh@evansvillempo.com
Deb Snyder	US Army Corps of Engineers	Deborah.d.snyder@usace.army.mil
Wade Tharp (Phone)	IDNR-DHPA	wtharp1@dnr.in.gov
Todd Thompson	IN Geological Survey	tthomps@indiana.edu
Dave Williams	KY Geological Survey	Williams@uky.edu

I-69 IAC Meeting No. 2 Summary – July 20, 2017

Name	Organization	Email
<u>PROJECT TEAM</u>		
Sandra Bowman	INDOT	sbowman@indot.IN.gov
Marshall Carrier	KYTC	Marshall.Carrier@ky.gov
Luke Eggering	Parsons	Luke.eggering@parsons.com
Tim Foreman	KYTC-DEA	Tim.Foreman@ky.gov
Cory Grayburn	Parsons	Cory.grayburn@parsons.com
Diane Hoeting	Parsons	Diane.Hoeting@parsons.com
Janelle Lemon	INDOT	jlemon@indot.in.gov
Kevin McClearn	AEI	kmcclearn@aei.cc
Brian Aldridge	Stantec	Brian.Aldridge@stantec.com
Michelle Allen	FHWA-IN	Michelle.allen@dot.gov
Steve Nicaise	Parsons	Steven.Nicaise@parsons.com
Mindy Peterson	C2 Communications	mindy@c2strategic.com
Juliet Port	Parsons	Juliet.port@parsons.com
Lindsey Postaski	Parsons	lindsey.postaski@parsons.com
Jim Poturalski (Phone)	INDOT	jpoturalski@indot.IN.gov
Dan Prevost	Parsons	Daniel.Prevost@parsons.com
Eric Rothermel	FHWA-KY	Eric.rothermel@dot.gov
Amber Schaudt	TSW Design Group	aschaut@tswdesigngroup.com
Ken Sperry	HMB	ksperry@hmbpe.com
Duane Thomas	FHWA-KY	Duane.thomas@dot.gov
Gary Valentine	KYTC	gvalentine@ky.gov
David Waldner (Phone)	KYTC	David.Waldner@ky.gov

SUMMARY

- 1) Welcome and introductions – Dan Prevost, Parsons Environmental Lead for the I-69 Ohio River Crossing (ORX) project, opened the meeting and welcomed IAC participants.
 - Housekeeping.
 - Introductions around room; on phone. Dan explained the make-up of the project team and opened the room to introductions. He briefly ran through the agenda.
- 2) IAC Meeting #1 Recap
 - Draft Purpose and Need – Parsons ran through the I-69 ORX project purpose and need.
 - Need – Lack of National I69 Corridor system linkage; high cost of maintaining cross river mobility on existing facilities; unacceptable levels of service for cross-river traffic; and high-crash locations in the I-69/US 41 corridor.
 - Purpose – Provide cross-river system linkage and connectivity between I-69 in Indiana and I-69 in Kentucky; develop a solution to address long-term cross-river mobility; provide a cross-river connection that reduces traffic congestion and delay; and improve safety for cross-river traffic.
 - Range of Alternatives – Parsons briefly illustrated the five (5) corridors and the No Build alternative that were assessed in project Screening: West Corridor 1, West Corridor 2, Central Corridor 1, Central Corridor 2 (the 2004 DEIS Preferred Alternative), and East Corridor.
 - Comments – After IAC Meeting #1, minutes were prepared and distributed to IAC members. A meeting summary will also be prepared and distributed following this meeting.
 - Based on IAC input, there was general concurrence about the project's range of alternatives and purpose and need.
 - Comments received from four agencies: USEPA, USACE, IDNR-DHPA, and IDEM.
- 3) Additional Outreach Activities since IAC Meeting #1
 - River Cities Advisory Committee (RCAC) meeting #1, April 13, 2017
 - 27 attendees – community and business leaders from across region
 - Introduced project, purpose and need, range of alternatives, and the role of the RCAC Committee.
 - Feedback – Most of the feedback was regarding the project process. Some members expressed interest in accelerating the process. There were also

suggestions for additional RCAC members. A summary is posted on the project website at [\[link\]](#).

- RCAC Meeting#2 yesterday – The Project Team will also post a summary of yesterday's meeting on the project website.

Question: USEPA Region 5 asked if RCAC member names are also on the project website?

Response: Parsons responded "yes," the list of organizations in the RCAC are included on the project website in meeting summary for the the first RCAC meeting at [\[link\]](#).

- Consulting Parties Meeting #1, May 16, 2017.
 - 13 attendees including ACHP; Indiana and Kentucky SHPO; Angel Mounds; owners of properties previously identified as being on, or eligible for, the National Register; and historic preservation groups.
 - Provided project introduction, purpose and need, range of alternatives, overview of Section 106 process, and APE approach.
 - Feedback – Schedule/process questions; information about potentially historic properties; concern for impacts to Angel Mounds related to the East Corridor; and likely eligibility of both existing US 41 bridges.
 - Next meeting – late Summer/Fall following completion of above-ground surveys.
- Open Houses – held April 18 and 20, 2017 in Henderson and Evansville.
 - Over 200 attendees.
 - Provided project introduction, purpose and need, range of alternatives, project process/schedule.
 - Feedback – Collected via surveys, map comments, email phone, and office visits. A summary of feedback on the handout provided at this meeting is provided in the Public Meeting Summary on the project website at [\[link\]](#).
 - Next open houses – July 31 and August 1, 2017 to present the I-69 ORX project screening results.
- RCAC EJ Subcommittee Meeting #1 – Encompasses Title VI and Executive Order to include disadvantaged and low-income populations.
 - 16 subcommittee members.
 - Provided project introduction, overview of EJ and Title VI, role of subcommittee.
 - Feedback
 - Recommendations for additional committee members and groups
 - Recommendation on where/when to hold meetings, and means of communication
 - Expressed top issues of concern

- RCAC EJ Subcommittee Meeting #2 – Held yesterday. The Project Team will post a summary of yesterday's meeting on the project website.

4) Screening Process

- Screening Approach
 - Develop screening criteria – Based on Purpose and Need and environmental resources
 - Conceptual engineering and cost factors of range of alternatives
 - Secondary source data collection
 - Windshield surveys
 - Evaluation and screening of corridor based on screening criteria
- Screening Criteria
 - Purpose and Need performance measures
 - Provide a roadway facility for SIU #4 that can be designated as I-69
 - Provide a cost effective and affordable plan for long-term cross-river mobility
 - Provide a river crossing for I-69 operating at a minimum level of service
 - Provide a river crossing that improves safety
 - Potential environmental impacts
 - Engineering/cost – includes construction cost [right-of-way (ROW) and lifecycle operation]; and construction complexity
 - Construction cost (low-high range in dollars)
 - ROW cost (low/medium/high)
 - Lifecycle/operation and maintenance cost (low/medium/high)
 - Construction complexity ((low/medium/high)
- Screening Results – Parsons walked through a number of criteria and discussed screening results for each of the five study corridors, as summarized in the Screening Report. The Screening Report will be ready for issuance in a week or two. The report will have the screening matrix table, approach, results, and comparison of alternatives. The report will be shared with this group via email, and participants will have 30 days to review and provide comment.

Question: USEPA Region 5 asked if the criteria and results are in the Screening Report?

Response: Parsons responded “yes,” and the report will be posted on the project website as well.

Question: USEPA Region 5 asked if IAC members can get copies of the presentation ahead of the future IAC meetings (hard copies and electronic copies 1 week in advance of meeting)?

Response: Parsons responded that we will attempt to provide these documents ahead of the meeting in the future.

Question: USEPA Region 5 asked if agency letters are part of the summary from first meeting?

Response: Parsons affirmed that they are.

Question: KY Division of Water asked if the Project Team has researched doing work over Outstanding Resource Waters and if the project corridors are in this boundary? They stated that due to the historic presence of mussels in this area the Project Team will need to coordinate with USFWS and USACE.

Response: Parsons responded that we will be looking further into resource constraints including investigation of the presence of mussels in the Ohio River.

Question: IDEM asked if impacts are based on edge of right-of-way (ROW) to edge of ROW?

Response: Parsons responded that the Screening Report maps show wide “magic-marker”-drawn corridors. The Project Team collected data on 2,000 ft.-wide areas, but for assessing impacts some assumptions were made for individual corridor widths (they varied by terrain). Impacts were generally quantified in a 400-700-ft. swath, with the area narrower along the US 41 corridor. It is too early to define the construction limits – at this stage it is very conceptual.

- Parsons indicated that the USACE had commented that there is a potential wetland mitigation site on the Indiana side of the river. Impacts currently shown in the Screening Report reflect impacts to that property, but as we move forward the Project Team will look at ways to avoid this area to the extent possible.

Question: USEPA Region 5 asked whether the forested wetlands that will be impacted are part of mitigation site?

Response: Parsons responded “yes.”

Question: USEPA Region 5 asked how old are the mitigation sites?

Response: IDEM responded that the site was created prior to the 2004 DEIS and was expanded in 2004; it is still in the monitoring phase.

Question: USEPA Region 5 asked whether the 2004 DEIS corridors were going through this area.

Response: Parsons responded that the Preferred Alternative in the 2004 DEIS went through this area. More area has since been added to the site.

Question: USEPA Region 5 asked if the Screening Report will break out impacts between Indiana and Kentucky?

Response: Parsons responded “No.” The Project Team will coordinate with the States individually, but we’ve taken a holistic project area-wide look at these. If the States have desire for additional data the team can provide numbers.

- Additional items noted included:
 - Green River State Forest near Central corridors on the Kentucky side. Also a few Imperiled Bat Conservation Fund (IBCF) properties in forested areas.
 - The only potential Section 4(f) properties currently identified as directly impacted are the twin bridges on Western corridors.
 - No potentially-eligible archaeological sites; however, the team will further investigate this for the preferred alternative.
 - Angel Mounds – No corridors physically impact this property. Noise/visual/vibration impacts are a concern with the East Corridor.

Question: USEPA Region 5 asked if the Project Team has received any additional comment from Native American tribes and/or historic tribes in the area?

Response: Parsons responded “yes,” at the first IAC meeting there were a number of representative from tribes on the phone. In response to the Consulting Party meeting #1, we received two letters, one of which was specific to Angel Mounds. Another tribe indicated that they have no interest in the corridors currently under study.

- Farmland – East corridor and Central Corridor 2 have the highest impact to farmland.

- Numerous residential relocations would be associated with the West corridors and East Corridor.
- Several business relocations would result from the West corridors
- Environmental Justice – The project team is currently working to identify where EJ populations are located in the project area. To date we have focused on available census tract data. No EJ relocations have been identified in these tracts to date; however the team will be digging a lot deeper in the next phase, and will be talking with community groups face to face.

Question: USEPA Region 5 asked if the team has only looked at relocation impacts?

Response: Parsons responded “yes,” that has been the focus in the Screening; however in the next phase we will start talking about tolling. We will be studying traffic data and looking at associated impacts (i.e., distribution patterns; air and noise impacts, etc.).

- Community cohesion – Western corridors would involve construction of the I-69 highway through residential and commercial communities. Potential to affect how people function in their daily lives (i.e., access issues to schools/churches, a change in feeling in those communities, etc.).
- Noise – The team will perform quantitative modeling on noise sensitive receptors.
- Potential for UST/contaminated material sites along the Western corridors mainly.
- Engineering/cost factors – Construction /bridge demolition cost is a large component of this.

Question: The USACE asked whether the construction costs include any assumption for mitigation costs?

Response: Parsons responded that “no,” they do not at this time, but moving forward that could be a significant project cost and will be considered.

Question: IDEM asked about cost calculations at this stage. Do the costs reflect overpasses/bridges outside of major river crossings inside urban areas for the Western corridors?

Response: HMB responded “yes,” most will be at-grade except at cross-roads (i.e., Watson Lane).

- Corridor Evaluations – Parsons summarized the key points of the Screening for each corridor.
 - Corridors recommended for Further Evaluation in the DEIS: No Build, West Corridor 1, West Corridor 2, and Central Corridor 1
 - Tolling options will be evaluated
 - Options for closing one or both US 41 bridges will be evaluated for each alternative and possible access management options for the US 41 corridor.

5) Next Steps

- DEIS alternatives development and evaluation
 - Detailed field surveys and impact assessment
 - Preliminary design (i.e., 25%) of DEIS alternatives
 - Tolling options (traffic analysis will factor into this)
 - Toll the new I-69 bridge
 - Toll both the new I-69 bridge and existing US 41 bridges
 - Different tolling rates based on bridge location and vehicle class (e.g., trucks and cars)
 - Can existing bridges maintain truck traffic? Should truck traffic be diverted?
 - US 41 options
 - Keep both US 41 bridges open
 - Close one or both US 41 bridges
 - Improvements along US 41
 - DEIS preparation and identification of a Preferred Alternative
- Project schedule
 - Due date for Screening Report comments – September 2, 2017 (the report was distributed via email to the IAC committee on August 2, 2017)
 - Summer 2017 to Summer 2018
 - Preliminary engineering
 - Detailed field surveys
 - DEIS preparation
 - IAC meeting #3 – detailed project alternatives – Winter 2017/2018
 - Summer/Fall 2018
 - IAC meeting #4 – identification of a Preferred Alternative
 - DEIS publication/public hearing/45-day comment period
 - Winter 2019 to Fall 2019

- IAC meeting #5 – review of DEIS comments and mitigation measures - Summer/Fall 2019
- FEIS/ROD preparation
- FEIS/ROD publication – Fall 2019

6) Group Discussion

Question: USEPA Region 5 asked why we are asking the agencies to review the Screening Report?

Response: FHWA responded that the Project Team seeks agency input on whether they have any concerns or issues regarding environmental resources for any of the corridors? Also seeking input on which corridor they prefer? Did we miss any resource? Commenting on the Screening Report provides another touch point with the agencies.

Question: One participant asked if this project will become a design/build project once we have a ROD?

Response: Parsons responded that we don't know yet. All options for project delivery are on the table. The States will have more information as we move forward and will make a decision at a later date.

Question: USEPA Region 5 asked if the Screening Report is a draft report?

Response: Parsons responded that it will be a final report. Any substantive comments are received will be addressed in the DEIS.

Question: USEPA Region 5 asked if the IAC participants will be receiving minutes from this meeting, and if so, when? They stated that it would be helpful to have the meeting minutes out ahead of the Screening Report so that they are available during the full duration of their review of the Screening Report.

Response: Parsons responded that minutes will be provided in about 3 weeks.

7) Meeting adjourned at 11:15 a.m.

INTERAGENCY ADVISORY COMMITTEE (IAC) MEETING #2

DAN PREVOST, PARSONS, ENVIRONMENTAL LEAD



JULY 20, 2017



Project Team



PARSONS

- **Michelle Allen**, Indiana Division
- **Duane Thomas**, Kentucky Division
- **Janelle Lemon**, Project Manager
- **Jim Poturalski**, Executive Advisor
- **Marshall Carrier**, Project Manager
- **Gary Valentine**, KYTC Major Project Advisor
- **Steve Nicaise**, Consultant Project Manager
- **Dan Prevost**, Environmental Lead

AGENDA

1. IAC Meeting #1 Recap
2. Additional Outreach Activities
3. Screening Process
4. Next Steps
5. Questions

3



IAC MEETING #1 RECAP

4



Draft Purpose and Need

Project Need

- Lack of National I-69 Corridor system linkage
- High cost of maintaining cross river mobility on existing facilities
- Unacceptable levels of service for cross-river traffic
- High-crash locations in the I-69/US 41 Corridor

Project Purpose

- Provide cross-river system linkage and connectivity between I-69 in Indiana and I-69 in Kentucky that is compatible with the National I-69 Corridor.
- Develop a solution to address long-term cross-river mobility.
- Provide a cross-river connection that reduces traffic congestion and delay.
- Improve safety for cross-river traffic.

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Range of Alternatives

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

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IAC Meeting #1 Comments

- Meeting Minutes prepared and distributed to IAC members.
- Comments were submitted from four agencies.
 - USEPA
 - USACE
 - IDNR-DHPA
 - IDEM
- Based on IAC input, the project's purpose and need and range of alternatives are acceptable.

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ADDITIONAL OUTREACH ACTIVITIES

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River Cities Advisory Committee

- RCAC Meeting #1: April 13, 2017
 - 27 attendees – community and business leaders from across region
 - Project Introduction: P&N, Range of Alternatives, RCAC Role
- Feedback
 - Schedule – can it be accelerated
 - Membership – suggestions for additional members
- RCAC Meeting #2: Yesterday

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Section 106 Consulting Parties

- Consulting Parties Meeting #1: May 16, 2017
 - 13 attendees – including ACHP, both SHPOs, Angel Mounds
 - Project Introduction: P&N, Range of Alternatives, Section 106 Process, APE approach
- Feedback
 - Schedule/process questions
 - Information about potentially historic properties
 - Concern for impacts to Angel Mounds related to the East Corridor
 - Likely eligibility of both existing US 41 bridges
- Consulting Parties Meeting #2: Late Summer/Fall (following completion of above-ground surveys)

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Open Houses

- Project Kickoff: April 18 & 20, 2017
 - Over 200 attendees
 - TV and print media coverage
 - Project Introduction: P&N, Range of Alternatives, Project process/schedule
- Feedback
 - Collected via: surveys, map comments, email, phone, office visits
 - Feedback summary handout
- Next Open Houses: July 31 & August 1, 2017
 - Screening results

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RCAC Environmental Justice Subcommittee

- RCAC EJ Subcommittee Meeting #1: June 13, 2017
 - 16 subcommittee members
 - Project Introduction, EJ & Title VI, Role of the subcommittee
- Feedback
 - Additional committee members, groups to reach out to
 - Where/when to hold meetings; how to communicate
 - Top issues of concern
- RCAC EJ Subcommittee Meeting #2: Yesterday

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SCREENING PROCESS

13



Screening Approach

- Develop screening criteria
- Conceptual engineering of range of alternatives
- Secondary source data collection
- Windshield surveys
- Evaluation and screening of corridors based on screening criteria

14

Screening Criteria

- Purpose and Need Performance Measures
- Potential Environmental Impacts
- Engineering/Cost

15

Screening Criteria

Purpose and Need Performance Measures

- Provide a roadway facility for SIU #4 that can be designated as I-69.
- Provide a cost effective and affordable plan for long-term cross-river mobility.
- Provide a river crossing for I-69 operating at a minimum level of service (LOS) D (C is preferable).
- Provide a river crossing that improves safety.

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Screening Criteria

Potential Environmental Impacts (Secondary Source Data/Windshield Surveys)

- Wetlands
 - Rivers/Streams/Open Water
 - Floodplains/Floodways
 - Forested Habitat
 - Managed Lands
 - Potential Section 4(f) Properties (Parks & Refuges)
 - Potential Section 4(f) Historic Properties/Districts
 - Section 6(f) Properties
 - Residential Relocations
 - Business Relocations
 - Prime/Active Farmland
 - Public Facilities and Services
 - Religious Facilities Relocations
 - Cemeteries
 - Known Archaeological Sites/Areas of High Archaeological Probability
 - Potential Environmental Justice Populations
 - Noise Sensitive Receptors
 - Potential UST/Contaminated Material Sites
- 17

Screening Criteria

Engineering/Cost

- Construction Cost (Low-High Range in Dollars)
 - Right-of-way Cost (Low/Medium/High)
 - Lifecycle/Operation and Maintenance Cost (Low/Medium/High)
 - Construction Complexity (Low/Medium/High)
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Summary of Results

Purpose and Need	West Corridor 1	West Corridor 2	Central Corridor 1	Central Corridor 2	East Corridor
Provide a roadway facility for SIU #4 that can be designated as I-69.	Yes	Yes	Yes	Yes	Yes
Provide a cost effective and affordable plan for long-term cross-river mobility.	<ul style="list-style-type: none"> Provides for mobility Moderately cost-effective 	<ul style="list-style-type: none"> Provides for mobility Moderately cost-effective 	<ul style="list-style-type: none"> Provides for mobility Highly cost-effective 	<ul style="list-style-type: none"> Provides for mobility Moderately cost-effective 	<ul style="list-style-type: none"> Provides for mobility Less cost-effective
Provide a river crossing for I-69 operating at a minimum LOS D (C is preferable).	Yes	Yes	Yes	Yes	Yes
Provide a river crossing that improves safety.	Yes	Yes	Yes	Yes	Yes

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Summary of Results

Potential Environmental Impacts	West Corridor 1	West Corridor 2	Central Corridor 1	Central Corridor 2	East Corridor
Wetlands (type/acres)	Emergent: 2.1 Forest/Shrub: 38.0 Total: 40.1	Emergent: 1.8 Forest/Shrub: 34.4 Total: 36.2	Emergent: 4.5 Forest/Shrub: 49.7 Total: 54.1	Emergent: 3.6 Forest/Shrub: 44.7 Total: 48.3	Emergent: 14.1 Forest/Shrub: 6.5 Total: 20.6
Open Water (acres)	14.2	11.4	9.6	12.3	2.1
River/Streams (number/length in feet)	24 / 11,025	24 / 11,175	31 / 17,431	36 / 27,516	58 / 39,094
Floodway (acres)	28	28	27	35	28
Floodplain Impact (acres)	80	80	165	284	391
Forested Habitat (acres)	69	67	120	118	62
Managed Lands* (number/acres)	3 / 51	3 / 42	3 / 49	2 / 34	0 / 0
Potential Section 4(f) Recreation/Refuge Properties (Public parks/recreation areas and wildlife/waterfowl refuges) (number/acres)	0 / 0	0 / 0	0 / 0	1 / 3	0 / 0
Potential Section 4(f) Historic Properties/Districts (Includes archaeological sites that warrant preservation-in-place)	2	2	0	0	0
Known Archaeological Sites (number)	1	1	2	2	2
Areas of High Archaeological Probability (acres)	114	93	357	551	691

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Summary of Results

Potential Environmental Impacts	West Corridor 1	West Corridor 2	Central Corridor 1	Central Corridor 2	East Corridor
Section 6(f) Properties (number/acres)	0	0	0	0	0
Prime Farmland Soils (acres)	288	274	477	767	1,008
Active Farmland (acres)	27	23	394	652	819
Residential Relocations (number)	213	119	2	13	144
Business Relocations (number)	21	58	0	0	0
Public Facilities and Services Relocations (number)	1	0	0	0	0
Religious Facilities Relocations (number)	1	1	0	0	0
Cemeteries (number)	0	0	0	0	0
Potential Impacts to Environmental Justice Populations	Medium	Medium	Low	Low	Medium
Potential Community Cohesion Impacts	High	High	Low	Low	Medium
Noise Sensitive Receptors (number)	1,028	933	378	134	125
Potential UST/Contaminated Material Sites (number)	1	17	2	1	2

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Summary of Results

Engineering/Cost	West Corridor 1	West Corridor 2	Central Corridor 1	Central Corridor 2	East Corridor
Construction Cost (\$ Million Low-High)	920 – 1,060	910 – 1,050	740 – 860	880 – 1,000	1,000 – 1,130
Right-of-Way Cost (Low/Medium/High)	High	High	Low	Low	High
Major River Crossing Lifecycle/ Operation and Maintenance Cost (Low/Medium/High)	Low	Low	High	High	High
Roadway Lifecycle/Operation and Maintenance Cost (new lane miles of roadway)	40	40	26	52	60
Construction Complexity (Low/Medium/High)	Medium	High	Low	Low	Medium

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Corridor Evaluations

West Corridors 1 and 2

- Corridors are the same except along US 41 commercial strip in Henderson.
- Primary differences between West Corridors 1 and 2 are residential and business displacements. West 1 has highest residential impacts; West 2 has highest business impact.
- Similar or fewer natural resource impacts than Central and East Corridors.
- Fewest impacts to rivers/streams, floodplains, prime and active farmland, and areas with high archaeological probability.
- Lowest impacts to forested habitat, along with the East Corridor.
- Low major river crossing lifecycle/operation and maintenance costs due to the removal of both existing US 41 bridges.
- Both recommended to be carried forward for evaluation in the DEIS.

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Corridor Evaluations

Central Corridor 1

- Lowest construction costs.
- Fewest residential relocations and no business relocations.
- Highest impact to forested wetlands and forest habitat.
- Utilizes 2.8 miles of existing US 41 resulting in the fewest new miles of roadway and lowest roadway lifecycle/operation and maintenance costs.
- Recommended to be carried forward for evaluation in the DEIS.

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Corridor Evaluations

Central Corridor 2

- Runs parallel to the limited access portion of US 41 and I-69 for nearly 5.75 miles, resulting in the second highest new miles of roadway and high lifecycle/operation and maintenance costs.
- Second highest impacts to wetlands, rivers/streams, open water, forested habitat, floodplains (highest impacts to floodways), prime and active farmland, and areas of high archaeological probability.
- Potentially impacts 3 acres of the Green River State Forest, a potential Section 4(f) property.
- Not recommended for further evaluation in the DEIS.

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Corridor Evaluations

East Corridor

- Longest corridor with highest construction costs.
- Highest miles of new roadway and highest roadway lifecycle/operation and maintenance costs.
- High major river crossing lifecycle/operation and maintenance costs due the Green River bridge.
- Highest impacts to prime and active farmland, rivers/streams, floodplains, and areas of high archaeological probability.
- Second highest number of residential relocations.
- SHPO and Indiana State Museum concerns regarding potential noise, vibration, and visual impacts to Angel Mounds State Historic Site.
- Not recommended for further evaluation in the DEIS.

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Corridors Recommended for Further Evaluation in the DEIS

- No Build
- West Corridor 1
- West Corridor 2
- Central Corridor 1
- Tolling options will be evaluated
- Options for closing one or both US 41 bridges will be evaluated for each alternative and improving access along US 41.

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NEXT STEPS

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DEIS Alternatives Development and Evaluation

- Detailed field surveys and impact assessment
- Preliminary design (i.e., 25%) of DEIS alternatives
- Tolling options
 - Toll the new I-69 bridge
 - Toll both the new I-69 bridge and existing US 41 bridges
 - Different tolling rates based on bridge location and vehicle class (e.g., trucks and cars).
- US 41 options
 - Keep both US 41 bridges open
 - Close one or both US 41 bridges
 - Improvements along US 41
- DEIS preparation and identification of a Preferred Alternative

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Project Schedule

Due Date for Screening Report Comments: August 21, 2017

Summer 2017 to Summer 2018

- Preliminary Engineering
- Detailed Field Surveys
- DEIS Preparation

Fall 2018

- IAC Meeting #3 - Identification of a Preferred Alternative – Summer/Fall 2018
- DEIS Publication/Public Hearing/45-Day Comment Period

Winter 2019 to Fall 2019

- IAC Meeting #4 – Review of DEIS comments and mitigation measures – Summer/Fall 2019
- FEIS/ROD Preparation
- FEIS/ROD Publication (Fall 2019)

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QUESTIONS?

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THANK YOU



MEETING MINUTES

Date: May 24, 2018

Time: 12:30 – 4:00 PM CT

Meeting: I-69 ORX IAC Meeting #3, Bus Tour

Location: Evansville Project Office/Project Area; see attached maps (Attachment A)

LIST OF ATTENDEES

Name	Organization	Email
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PRE-TOUR MEETING SUMMARY

Welcome and Introductions – Dan Prevost, Parsons Environmental Lead for the I-69 Ohio River Crossing (ORX) project, opened the meeting and welcomed IAC participants.

- Housekeeping.
- Introductions around room.

POWERPOINT PRESENTATION (ATTACHMENT B)

- Draft Purpose and Need – Parsons summarized the I-69 ORX project purpose and need.
 - Complete the I-69 connection between Indiana and Kentucky
 - Develop a solution to address long-term cross-river mobility
 - Provide a cross-river connection to reduce congestion and delay
 - Improve safety for cross-river traffic
- July 2017 *Screening Report* Corridors – Parsons briefly discussed the three corridors and the No Build alternative that resulted after the *Screening Report* and *Screening Report Supplement*.
- Bridge Scenarios – For each corridor, 3 bridge scenarios were considered:
 - Build a 6-lane I-69 bridge for all cross-river traffic and remove both US 41 bridges
 - Build a 4-lane I-69 bridge and retain one US 41 bridge for local traffic
 - Build a 4-lane I-69 bridge and retain both US 41 bridges for local traffic
 - A total of 10 scenarios were screened.
- Alternatives Development and January 2018 *Screening Report Supplement*
 - The Screening Report Supplement identified and evaluated interchanges, altered alternatives to avoid or minimize impacts to sensitive resources, evaluated US 41 corridor accessibility and visibility, adjusted cost estimates, estimated life-cycle maintenance costs, and used traffic models to evaluate bridge and toll scenarios.
- Minimizing Impacts
 - Parsons explained that adjustments were made to the alternatives to avoid or minimize impacts to sensitive resources identified during screening and agency coordination activities. These resources include: Vigo Coal Mitigation site, Eagle Slough Natural Area

(owned by Sycamore Land Trust), McClain House (determined eligible for the National Register of Historic Places, NRHP) and NRHP-eligible Lee Baskett House.

- Preliminary Build Alternatives
 - The three preliminary build alternatives were discussed. Each alternative has a specified bridge scenario, as illustrated on copies of a public meeting handout that was distributed (Attachment C):
 - West Alternative 1 would be west of US 41 and, within Henderson, it would include impacts to residential and commercial areas. This alternative would have a 4-lane I-69 bridge and retain one US 41 bridge for local traffic.
 - West Alternative 2 would be adjacent to the west side of US 41 and would include impacts to the Henderson “commercial strip”. This alternative would have a 6-lane I-69 bridge and both US 41 bridges would be removed from service.
 - Central Alternative 1 would be primarily on a new alignment east of US 41. It would include a new I-69 bridge and retain one US 41 bridge for local traffic.
- Paying for I-69 ORX
 - Funding issues were discussed. The build alternatives would require multiple sources, including traditional federal and state funding as well as tolling. More than 80% of the current cross-river traffic is local, and the local share is expected to be 65% in 2045.
 - The DEIS will consider consequences and mitigation for possible tolling policies. None of the scenarios being analyzed pay for 100% of the project.
 - I-69 will be tolled, and tolling along existing US 41 may be necessary. The final tolling policies would be determined following the DEIS, with a funding plan before construction.
- Timeline
 - Project timeline was discussed. There have been no changes to the project timeline. The DEIS will be published in the fall of 2018 and we will hold another IAC meeting at that time as well as public hearings on both sides of the river. The FEIS and ROD are expected for the fall of 2019.
- Bus Route
 - Parsons gave an overview of the bus route and a safety briefing. Copies of the tour maps were provided (Attachment A-1 to A-6).

BUS TOUR

There were two buses, and the Project Team split-up so comments and questions could be made during the tour. The tour was led by Dan Prevost and Steve Nicaise. Table 1 provides a summary of the comments made during the tour.

TABLE 1. SUMMARY OF BUS TOUR COMMENTS.

LOCATION	POINTS OF INTEREST AND COMMENTS
Driving on I-69 between project office and Weinbach Avenue	At the time of the 2004 DEIS, this section of the road was still I-164. The route for I-69 had not yet been determined. There are landfills beneath the I-69 and US 41 interchange (#25 and #26 on Attachment A-1 to A-3). They would be impacted by West Alternatives 1 and 2.
Weinbach Avenue at the levee	Along much of I-69, the highway is the levee. Just to the east where the Central Alternative 1 interchange would be, the levee is a separate structure to the north. The team has coordinated with the levee authority.
Weinbach Avenue at I-69	The areas to the east and west include old landfills (#30 and #31 on Attachment A-2). Along with Tri-State Towing (#29), these hazmat sites would be impacted by Central Alternative 1.
Weinbach Avenue south of I-69	The original location of Central Alternative 1's interchange with I-69 would have impacted the Vigo Coal wetland mitigation site. The interchange was shifted to the west to avoid it.
Weinbach south of I-69	This entire area is part of the Ohio River floodway. The Central 1 alignment is about ¼ mile to the east. Central Alternative 1 would bridge much of this farmland.
Waterworks Road	Ellis Park is to the south, Eagle Slough Natural Area is to the north. State boundary: Kentucky to the south, Indiana to the north.
Stop 1 - Eagle Slough Natural Area and Ellis Park raceway (Attachment A-2)	Early concepts would have impacted the northern end of Eagle Slough. West Alternative 2 would include a bridge for Waterworks Road over I-69, which would require a strip of right-of-way from the south end of the property.
	West Alternative 1 and 2 were reviewed. <ul style="list-style-type: none"> • New bridge would be built to the west of the existing bridges • West 1 keeps existing bridge – access to local roads Waterworks Rd, Nugent Dr, and Wolf Hills/Stratman Roads would be from existing bridge. • West 2 – access is via interchanges
	Wellhead protection areas <ul style="list-style-type: none"> • Ellis Park and Trocadero Plaza have wellhead protection areas and Class V injection wells for commercial septic systems. West Alternatives 1 and 2 would impact these, including removal of Trocadero Plaza.
	Existing Bridges <ul style="list-style-type: none"> • Northbound bridge – built 1932 • Southbound bridge – built 1966 Both recommended eligible for the NRHP Coordinated with Henderson County and City of Henderson regarding potential re-use for pedestrians/bicycles. Both indicated that they were not interested in taking ownership responsibility. West Alternative 1 and Central Alternative 1 would keep one bridge in service; however, no decision has been made regarding which one to keep. Discussion will continue with consulting parties through the Section 106 process.
Existing US 41 Bridges	Fix for 41 Project – There is a maintenance project for minor repairs to the Ohio River bridges and approach bridges.
Existing US 41 Bridges	Southbound bridge was designed to look like the Northbound

LOCATION	POINTS OF INTEREST AND COMMENTS
	bridge, but uses different construction techniques (rivets vs. bolts, for example)
US 41, south bank of Ohio River (Attachment A-3)	To the east – John James Audubon State Park, including the wetland tract area that was recently acquired. No impacts to the State Park are proposed. To the west – Wetland Reserve Program parcel
US 41 and Wolf Hills/Stratman Roads	Land use transitions to the commercial strip
Stop 2 – US 41 and Watson Lane	US 41 Commercial Strip – mix of business types: retail, fast food, auto dealers, etc. Business Survey – sent 900 postcards to businesses and visited 100 businesses to gather info via survey. <ul style="list-style-type: none"> Mix of opinions among business owners Some more concerned about the direct impacts of West Alternatives 1 or 2 (especially West 2). Others concerned about “bypass effect” of Central Alternative 1.
	West Alternative 1 would impact more than 200 residences, many to the west of US 41 (such as those along Elm Street, which was next on the tour).
	Both West Alternatives would impact a number of UST and other hazardous material sites. (Attachment A-7 to A-8).
	Environmental Justice (EJ) was discussed. A number of census block groups that met our criteria for EJ populations are within the project area. Due to the potential for direct impacts (relocations) and for toll-related impacts, we developed an aggressive outreach program to gather their input. These activities include an EJ Subcommittee, a Public Survey, and Community Conversations.
Elm Street	West Alternative 1 would roughly follow Elm Street and directly impact these neighborhoods west of US 41.
Existing US 41/ US 60 Interchange (Attachment A-4)	This US 41/US 60 interchange would be utilized for West Alternatives 1 and 2. Central Alternative 1 would not impact this interchange.
Merrill Place Development	This is a developing commercial area with “big box” retail along with medical and general office buildings. There are plans for a residential subdivision also. <ul style="list-style-type: none"> The existing Merrill Way Trail is the only City of Henderson multi-use trail and provides access from the retail to residences west of US 41.
	Original design for Central Alternative 1 included an interchange to the east with a new roadway connecting to US 41 through the Merrill Place development. Based on comments from local businesses, the interchange was redesigned to provide a more direct connection.
Stop 3 – Central Alternative 1 proposed US 60 interchange and the Lee Baskett House (Attachment A-5)	Two historic properties factor into the alignment and the design of the new interchange, the Lee Baskett House and McClain Property. <ul style="list-style-type: none"> The Interchange was shifted south to avoid direct impacts. The space between the properties is narrow. The proposed alignment “threads the needle”.
	The alignment in this area largely follows an existing utility corridor in order to minimize impacts to residences. <ul style="list-style-type: none"> Higher level of impact to agricultural land.

LOCATION	POINTS OF INTEREST AND COMMENTS
	North Fork Canoe Creek floodway also has factored into the alignment in the area.
Braxton Park Subdivision (Attachment A-6)	<p>The Central Alternative 1 alignment follows a utility corridor about 300 feet east of this subdivision.</p> <ul style="list-style-type: none"> Avoids direct impacts to residences but potential noise/visual impacts.
WFIE Transmission Tower/Gas transmission line	Central Alternative 1 will squeeze between the two to minimize/avoid impacts (Note, these are not labeled on the attached maps).
Stop 4 – Ohio River barge depot and Proposed Green River National Wildlife Refuge	<p>The existing floodplains/floodway and forested wetlands along Green River/Wolf Hills Road were discussed.</p> <p>There has been a proposal for many years to create a federal wildlife refuge along the Ohio and Green Rivers.</p> <ul style="list-style-type: none"> Completed an Environmental Assessment in 2001. Supplemental EA prepared in 2010. Recent Federal Legislation directs USFWS to begin acquiring property for the refuge. However, the legislation specifically states that process should not start until an alignment for I-69 is selected. Green River State Forest will not be impacted.
	<p>This area of the Ohio River is situated between two locks that maintain its flow under non-flood conditions.</p> <ul style="list-style-type: none"> The area is known as the "John T. Myers Pool". The Newburg Locks and Dam is approximately 8.5 miles upstream; John T Meyers is approximately 59 miles downstream.
	<p>The Ohio River and Green River in this area are heavily used for barge traffic and storage. The Project Team has been coordinating with the Coast Guard regarding navigation.</p> <ul style="list-style-type: none"> Simulations were conducted at Seamans Church Institute to assess how various bridge configurations would impact river navigation. The project has preliminary clearance for two 650' navigation spans or one 800' navigation span. Under West Alternative 1, the bridge would match the spans on the existing US 41 bridge that would remain.
	<p>Public water supplies were discussed.</p> <ul style="list-style-type: none"> The municipal supplies for Evansville and Henderson are Ohio River surface water intakes and their "Zone 1 of Critical Concern" extends 25 miles upstream. The project area, including US 41 and the three build alternatives, are within this zone.
Wolf Hills Road	<p>This area of bottomland was recently added to Audubon State Park.</p> <ul style="list-style-type: none"> Includes some areas purchased through the Imperiled Bat Conservation Fund. Wolf Hills also contains a closed underground coal mine. There are landslides mapped by the Kentucky Geologic Survey.

QUESTIONS AND RESPONSES

STOP 1

- Why was East Corridor dropped?

The East Corridor would have negative, long-term impacts to Angel Mounds State Historic Site, a National Landmark, and Ashumbala Nature Preserve. Local stakeholders/consulting parties, the NPS, and the SHPOs were opposed to the route. It also had the highest number of acres with a high probability of archeological sites, the highest amount of prime farmland, the second highest amount of residential relocations, the greatest impact to rivers/streams, including a bridge over the Green River (a Section 10 waterway), and was the most expensive to build and maintain.

- Is pedestrian/bicycle use allowed on the existing US 41 bridges?

Although it is legal for pedestrians and bicycles to use the bridges, they are very narrow and often congested. Therefore, it is not a common route for bicycle/pedestrian travel. We have not received public/stakeholder comments that indicate there is non-motorized use of these bridges.

- What if a barge strikes a bridge, under the West Alternatives would that be different than the Central Alternative?

Presently, barge strikes and other extreme incidents can create temporary closures to cross-river traffic (nearest crossing is 30 miles upstream). A newly designed bridge would be designed to current standards (wider, resistant to seismic events, etc.) therefore it would be less likely to require full closure. Central Alternative 1 would provide more separation and should decrease the likelihood that both bridges would be affected by the same incident. West Alternative 1 would retain one of the existing bridges, so that would improve reliability compared to West Alternative 2, where only the new bridge would be in service. [For reference, according to US Coast Guard data, the existing bridges have been struck 21 times since 1997.]

- Are you considering tolling scenarios in your EJ analysis?

Yes, we are including tolling scenarios on the EJ analyses and outreach activities. Although the toll policy has not been decided, the potential for tolling is being discussed and evaluated. For example, the EJ Survey had several questions relating to the potential effects of tolling.

- Have you considered keeping one of the US 41 bridges open for bicycle/pedestrian use?

Yes, since the bridges are NRHP-eligible, the Team has offered the potential to transfer one of the bridges to local authorities so they could use and maintain it. We have already received responses declining this option. If a build alternative is selected as the preferred, the bridge(s) will be advertised for purchase so a nongovernmental organization, or person, could take ownership and either maintain or relocate the bridge(s) for reuse.

- Could the new bridge have bicycle/pedestrian access? The Gordie Howe International

Bridge added pedestrian access after the Record of Decision (ROD).

Yes, but that's not currently part of the alternatives being analyzed, due to cost and lack of connectivity.

STOP 2

- What are the types of concerns that resulted from the EJ outreach activities?

The main concerns we've received are 1) displacement of residents and 2) tolling. The team has received many comments to keep a free crossing for local use. There is little concern over tolling the new I-69, as long as the community members can still commute and shop across the river for free.

- What about air quality concerns? Is this area in non-attainment of air quality standards?

The region is an attainment for air quality standards, except there is a recent lawsuit that affects how the metropolitan planning organization (MPO) completes their analysis for ozone. The MPO is currently working on that; it may not be complete for the DEIS but we do anticipate that to be worked-out by the time we get to the FEIS.

- How would the alternatives affect access to Audubon State Park?

Access to the US 41 business strip and the state park will be maintained under all of the scenarios; they all maintain US 41 as a local highway.

STOP 3

- Where is the newly-discovered cemetery?

That is located west of Walmart, abutting US 41 to the east and south of the US 60 interchange (Attachment A-4). It is a stand of trees on the aerial photograph and too small to show-up on the scale of these maps. A recent revision to the design of West Alternative 1 and West Alternative 2 have eliminated impacts to the cemetery.

- What is the difference in the number of proposed residential versus commercial relocations for the alternatives?

Rough estimates (from memory) were provided. Below are the quantities calculated for the Screening Report, which will be updated for the DEIS (due to minor revisions in the alignments).

- West Alternative 1 would relocate 213 residences and 21 businesses
- West Alternative 2 would relocate 119 residences and 58 businesses
- Central Alternative 1 would relocate 2 residences and 0 businesses.

- Who owns these transmission lines? What about other utilities, have you been coordinating with them?

Yes, we have been coordinating with the various utilities. There is a radio tower (WFIE) and a natural gas transmission lines along Central Alternative 1 that are constraining. Utility coordination is ongoing and will be considered in the projected costs in the DEIS.

- What about the floodway in the area of the proposed I-69/US 60 interchange on Central Alternative 1?

If Central Alternative 1 is selected, the interchange area will have to be modeled. At this time, there is no detailed mapping of the floodplain in this area.

- Why is the Lee Baskett property NHRP-eligible?

Jonna explained – mainly for architecture, and also Lee Baskett was an important farmer. Below is a quote from the referenced historical survey report:

The property was recommended as eligible for inclusion in the NRHP under Criterion B for its association with locally significant Lee Baskett and under Criterion C as an example of a significant architectural form on the 1999 survey form and in the “A Cultural Resource Survey for I-69 South in Henderson County, Kentucky” report completed in 2002 (Powell 2002)... Although the property has lost historic integrity of setting, the remaining house and garage retain sufficient historic integrity to remain eligible for inclusion in the NRHP under Criterion B and C as they are representative of the history associated with Lee Baskett and with the buildings’ architectural significance. (Source: *History/Architecture Survey for Henderson, Henderson County, Kentucky – I-69 Ohio River Crossing Project, December 7, 2017; prepared by Gray & Pape, Inc. on behalf of INDOT and KYTC*).

STOP 4

- How does this river channel here compare with the Louisville area?

This pool of the river is approximately twice as wide as the Louisville area where the new I-65 bridge was recently constructed.

- How much of this floodway/floodplain will be spanned versus filled?

Under Central Alternative 1, almost all of the floodway and much of the floodplain would be spanned.

Under West Alternatives 1 and 2, the existing fill and span sections would likely match US 41. The flood impact analyses are ongoing.

- What about potential spills of petroleum/hazardous substances?

A new I-69 bridge would be constructed with best management practices (BMPs), such as catch basins, designed to mitigate spills on the bridge. During construction, all work will be conducted under a spill prevention, control and countermeasures (SPCC) plan that will include notification of the water supply operators (when applicable).

POST TOUR WRAP-UP

Janelle Lemon, INDOT Project Manager, thanked the attendees for their time, and requested that any official comments or questions be made in writing to Dan Prevost and/or Juliet Port of Parsons since it was not possible to record all comments and questions made during the bus

tour.

A copy of the list of attendees was requested. This list and copies of the handouts were distributed to the IAC approximately one week following the tour (Attachment D).

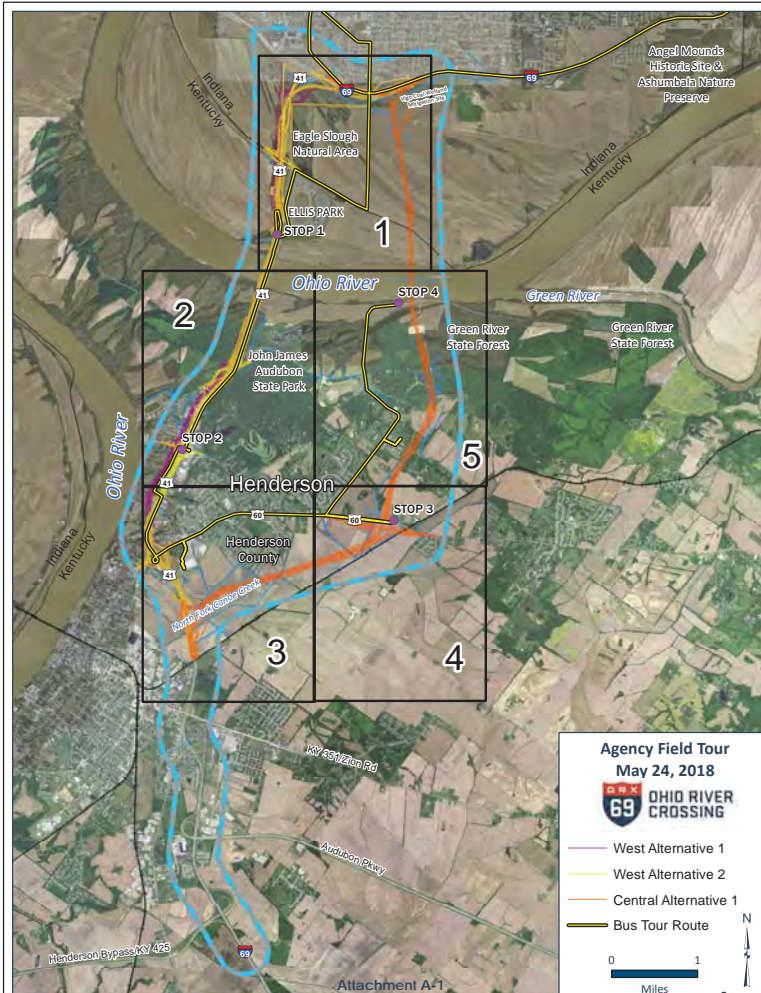
COMMENTS

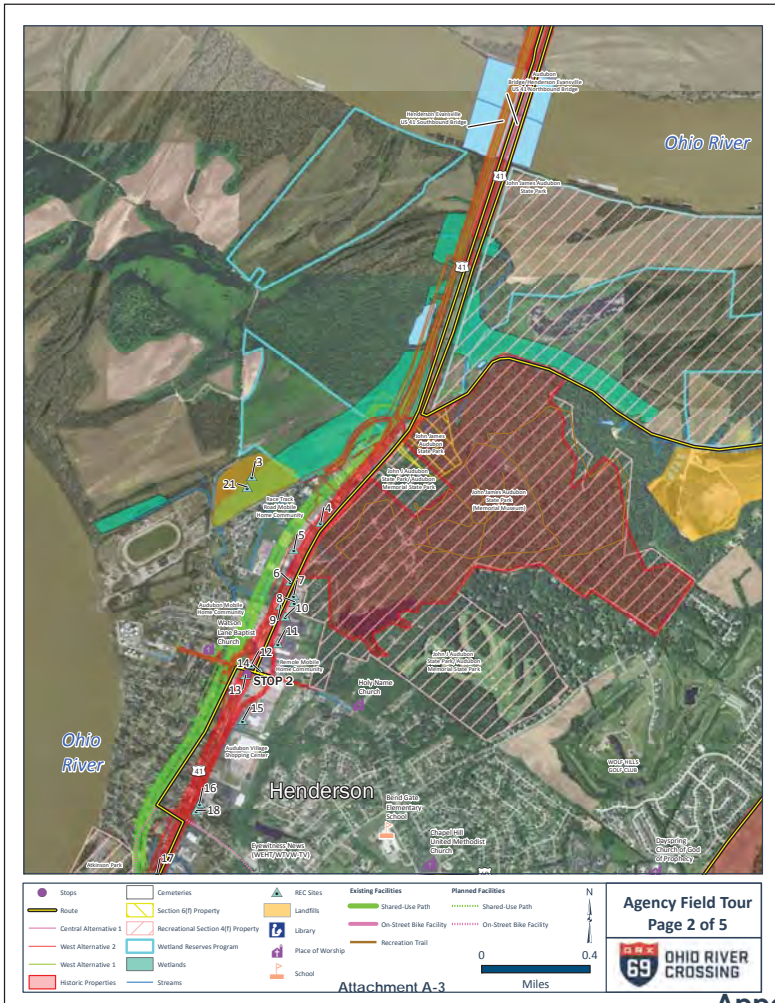
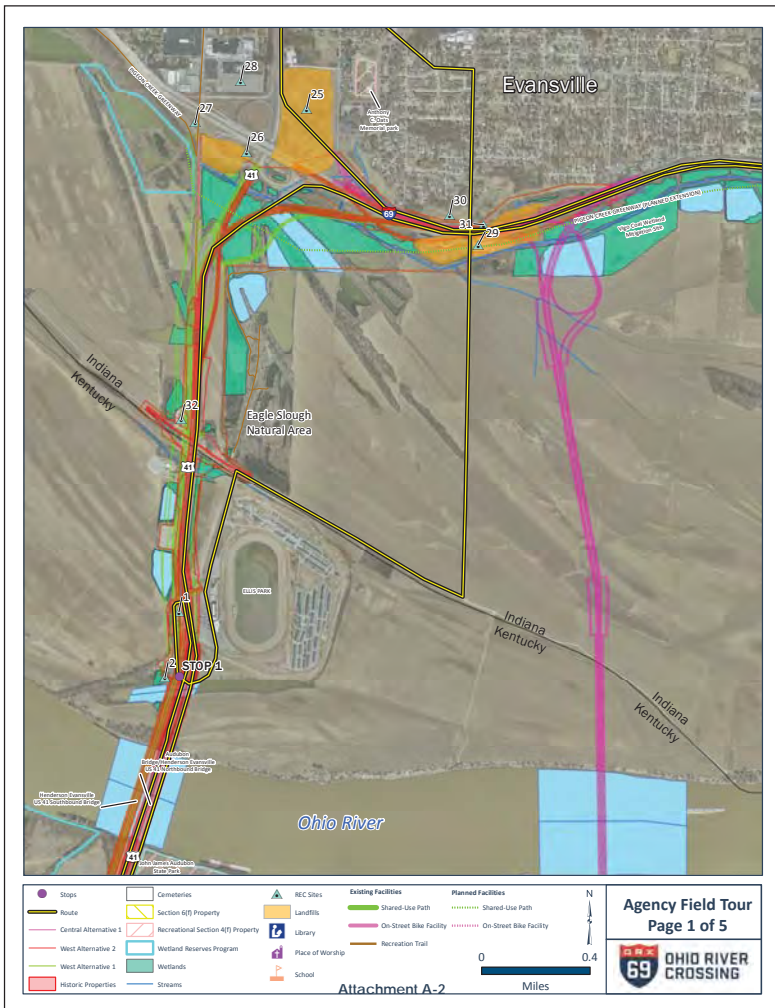
One written response was received, prepared by the Indiana Department of Natural Resources – Division of Historic Preservation and Archaeology (IDNR-DHPA), dated June 20, 2018 (Attachment E). IDNR-DHPA stated it's unlikely the archaeological impacts, if any, of these alternatives will influence the selection of the preferred alignment and discussed concerns regarding potential impacts to City of Evansville historic districts under various bridge and tolling scenarios. IDNR-DHPA concluded it seems possible up to six historic districts could be affected.

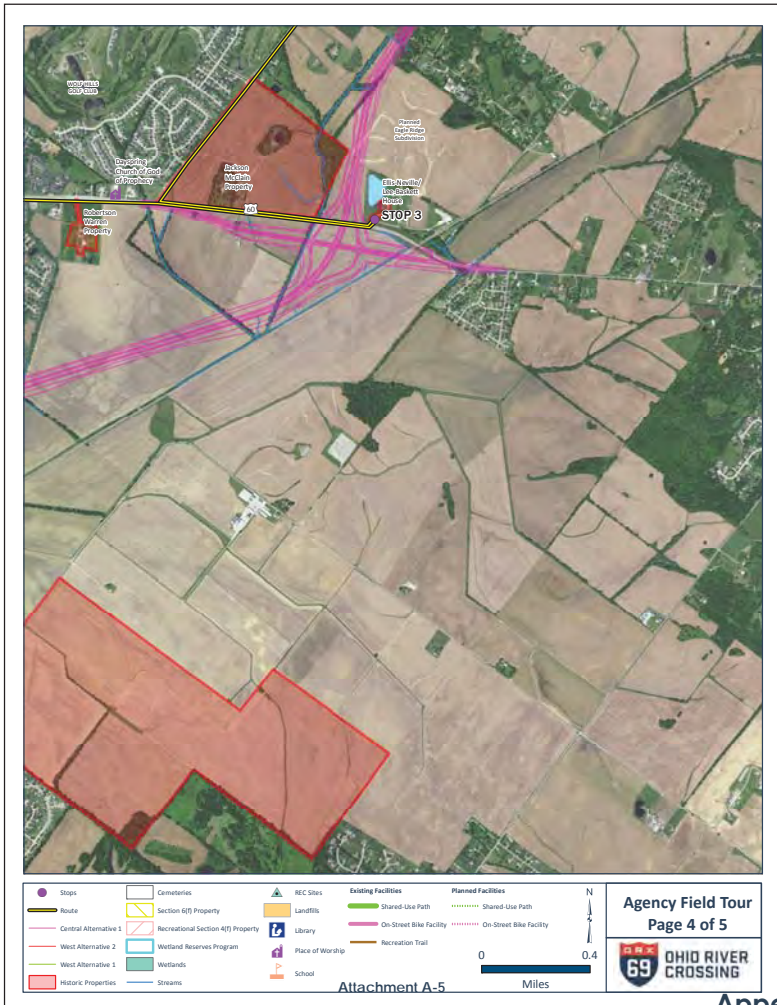
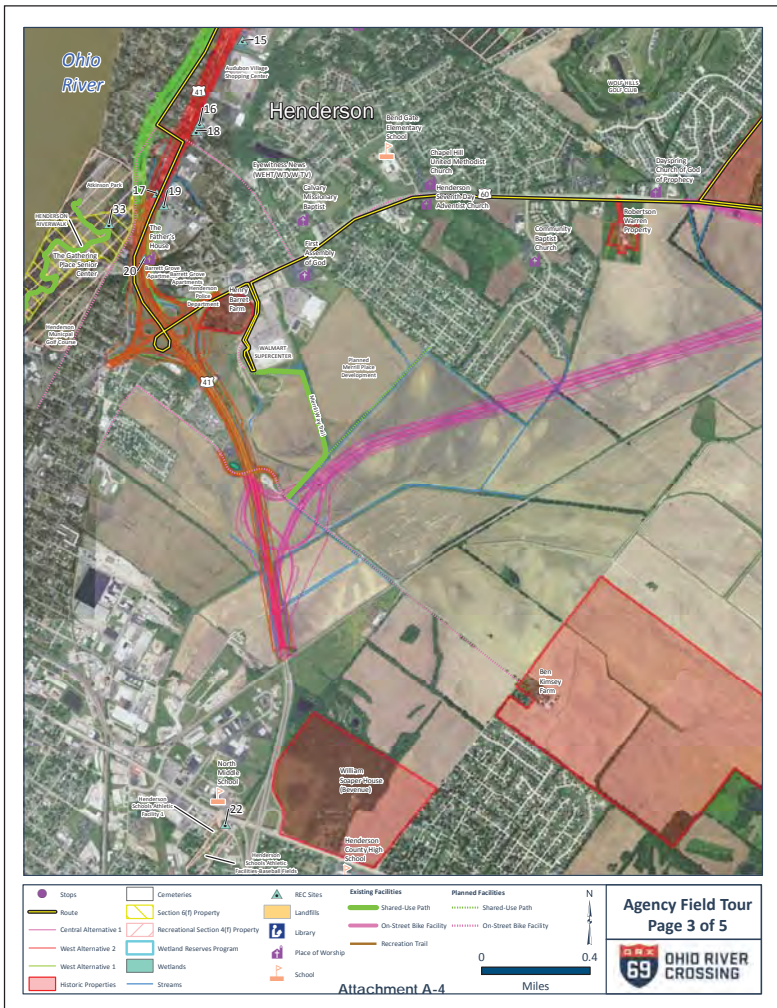
ATTACHMENT A

Maps

Attachments







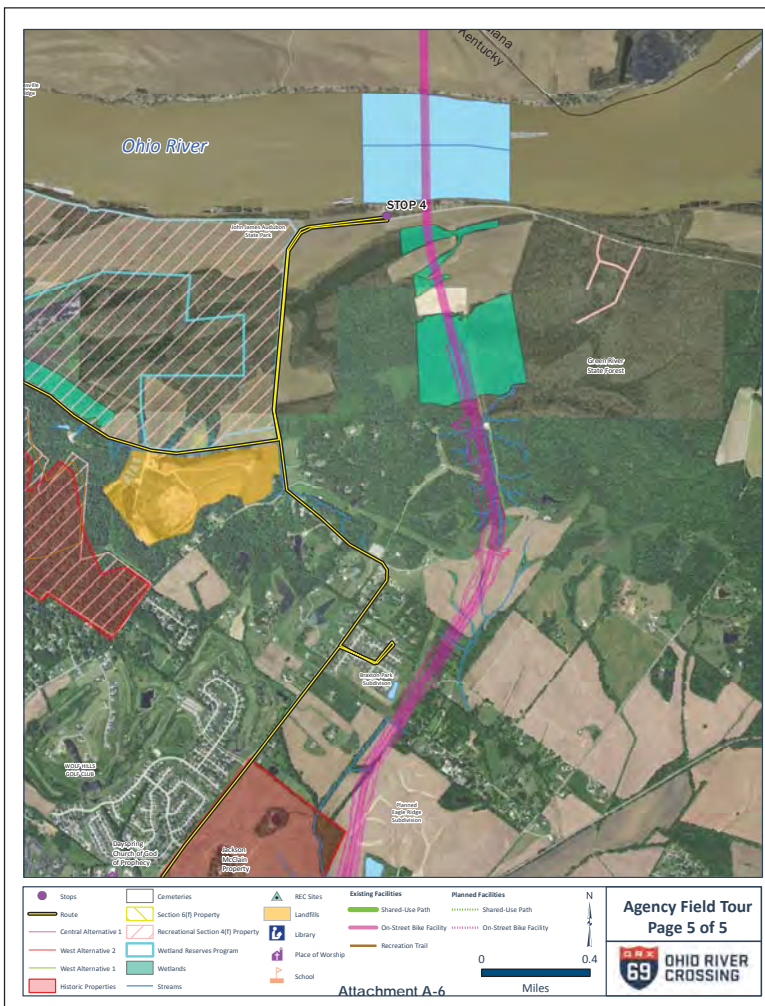


Table 4-1 Map Key for Figure 4-1 "Sites of Concern"

SITE NO.	SITE NAME	SITE ADDRESS
1	Sinclair	3801 US 41 S., Henderson, KY
2	Under Twin Bridges Dump	Nugent Drive, Henderson, KY
3	Henderson Landfill/Transfer Station/Stratman Rd Dump/	790 Stratman Road, Henderson, KY
4	Circle K #95	3113 US 41 N., Henderson, KY
5	Audubon Chrysler	2945 US 41 N., Henderson, KY
6	Chuckle's #30	US 41/Walnut Lane, Henderson, KY
7	Former Chuckle's #28	2860 US 41 N., Henderson, KY
8	Chuckle's #33	2830 US 41 N., Henderson, KY
9	Thornton's #79	2855 US 41 S., Henderson, KY
10	Swiftly Gas	2830 US 41 N., Henderson, KY
11	Henderson Chevrolet	2746 US 41 N., Henderson, KY
12	Shell Food Mart	2709 US 41 S./Watson Lane, Henderson, KY
13	Lux Motors	2627 US 41 S./Watson Lane, Henderson, KY
14	Speed-E-Kleen Auto Wash	2700 US 41 N./Watson Lane, Henderson, KY
15	Dempewolf Ford Lincoln Mercury	2530 US 41 N., Henderson, KY
16	41 Truck Stop	2214 US 41 N., Henderson, KY
17	AAMCO Transmissions	2019 US 41 N., Henderson, KY
18	Electric Motors Inc.	US 41 N., Henderson, KY
19	Thornton's #87	2000 US 41N., Henderson, KY
20	D's/Autoplex	1820 Cinema Drive, Henderson, KY
21	Henderson Materials Midnight Dumping	Off US 41, Henderson, KY
22	Palmer's Quick Mart	1850 2nd Street/Zion Road Henderson, KY
23	Henderson Co. Road Dept.	399 Sam Ball Way, Henderson, KY
24	Accuride	2315 Adams Lane, Henderson, KY
25	BFI Landfill	2401 Lodge Avenue, Evansville, IN
26	Lambert Landfill	I-69 & US 41 SW, Evansville, IN
27	Mall Landfill	I-69/164/US 41 S., Evansville, IN
28	Furrow's Building Materials	2501 S. Kentucky Avenue, Evansville, IN
29	Tri-State Towing	3500 S. Weinbach Avenue, Evansville, IN
30	Vogt Landfill	Off S. Weinbach, Evansville, IN
31	Huff Landfill	3200 S. Weinbach (North and South sides I-69). Evansville, IN
32	Randy McClaskey	US 41 S. and Waterworks Rd, Evansville, IN

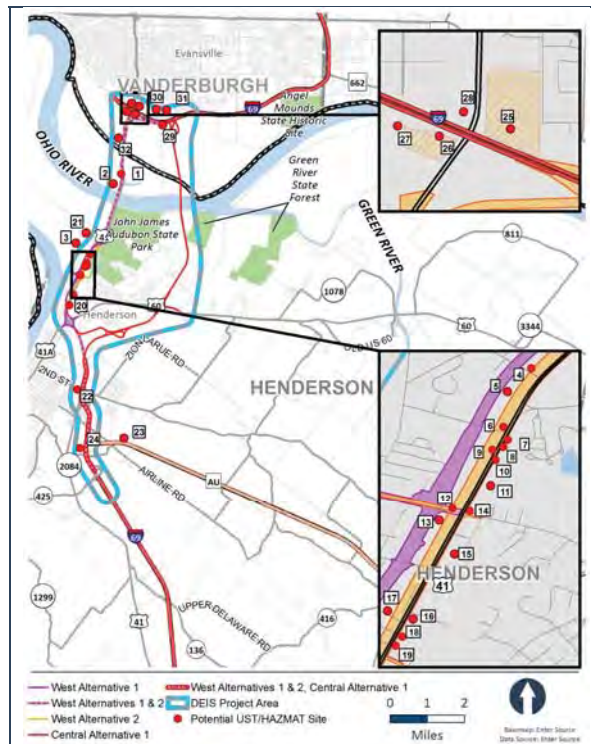


Figure 4-1. Sites of Concern

Attachment A-8



I-69 Ohio River Crossing Project
Meeting Summary

ATTACHMENT B

PowerPoint Presentation

AGENCY TOUR

MAY 24, 2018



Attachment B-1

Purpose and Need

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



2

Attachment B-2

July 2017 Corridors

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



3

Attachment B-3

Bridge Scenarios

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



4

Attachment B-4

Alternatives Development and Supplemental Screening

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



5

Attachment B-5

Minimizing Impacts

- Vigo Coal Mitigation Site
- Eagle Slough Natural Area
- McClain House
- Lee Baskett House

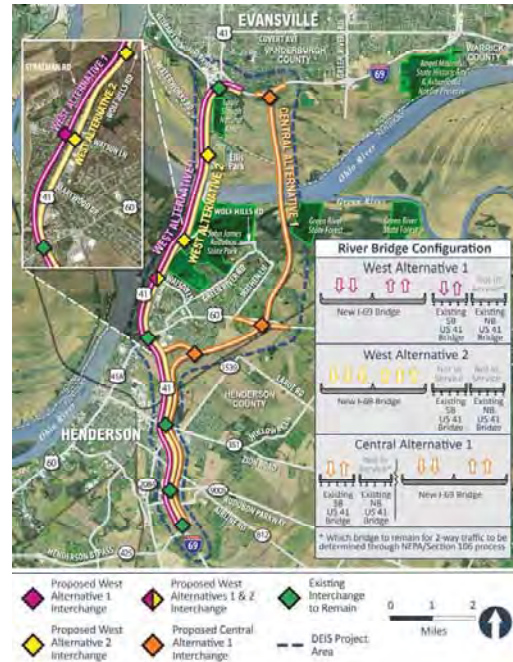


6

Attachment B-6

Preliminary Build Alternatives

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

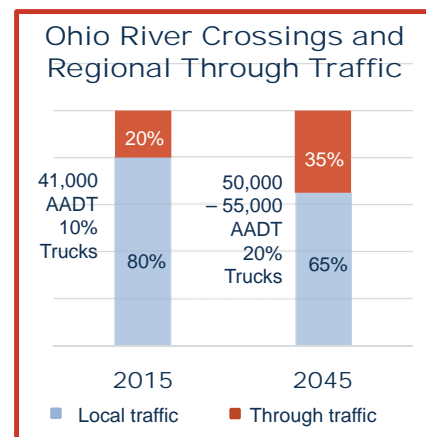


7

Attachment B-7

Paying for I-69 ORX

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



8

Attachment B-8

Project Timeline

Fall 2018:

- Preferred alternative identified
- DEIS published
- IAC Meeting #3
- Public hearings held on both sides of the river

Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



9

Attachment B-9

Overview of Bus Route

- Stop 1 - Northern Abutment of Ohio River Bridge
- Stop 2 - Watson Lane Interchange
- Stop 3 - Central Alternative 1/US 60 Interchange
- Stop 4 – Main Span of the Ohio River



10

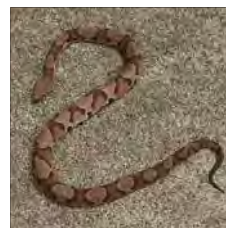
Attachment B-10



Safety Briefing

Safety Moment:

- Be aware of the activities going around you
- Check footing, traffic conditions before exiting the bus
- Be patient, wait for a safe path
- Dangers in the Wild; animals (snakes and poisonous plants)



11

Attachment B-11



I-69 Ohio River Crossing Project
Report Name

ATTACHMENT C

Handout

Attachments

WHAT IS A DEIS?

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



DEIS Considerations



What's Next



Follow our progress

I69ohiorivercrossing.com [f](#) I-69 Ohio River Crossing [t](#) @I69ORX

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

Evansville Project Office
Open Monday, Tuesday and Thursday
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715
(888) 315-9756
info@I69ohiorivercrossing.com

Henderson Project Office
Open Wednesday and Friday
1970 Barrett Ct., Ste. 100, Henderson, KY 42420
(888) 315-9756
info@I69ohiorivercrossing.com



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

Preliminary Alternatives

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

West Alternative 1

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



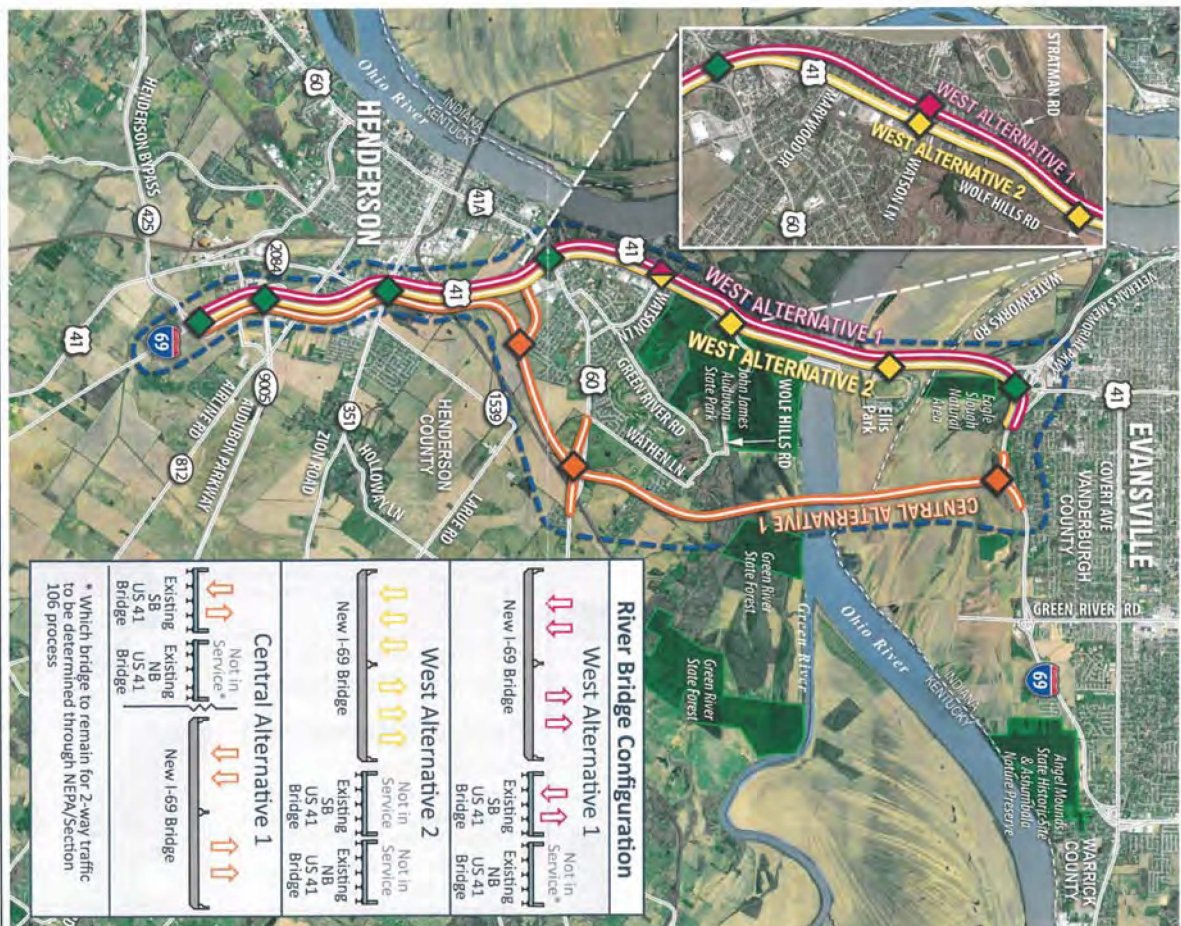
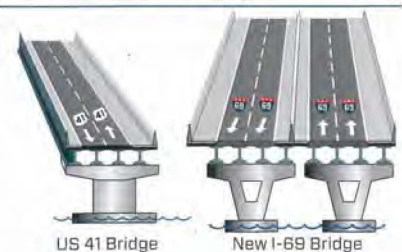
West Alternative 2

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



Central Alternative 1

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



ATTACHMENT D

Follow-up Email

Attachments

From: Port, Juliet
To: Amber Schaudt; Andy Dietrick; Bill Huser; Bill Novak; Brett Barnes; Brian Aldridge; Bryan Langley; Cameron Clark; Christie Stanifer; Christopher Taylor; Danny Gaudier; Danny Peaks; Dave Williams; David Orzechowski; David Whitworth; Deb Snyder; Diane Hunter; Doug Dawson; Edwina Butler-Wolfe; Elizabeth Toombs; Eric Osabueze-Yosa; Eric Rothermal; Eric Washburn; Erin Piskin; Gary Valentine; Holly Austin; James Cunningham; James Wright; Janelle Lemon; Jason Randallph (randolph@IDEM.IN.gov); Jennifer Turner; Jim Hebenstreil; Jim Poluralski; Jodi Hayes; John Carr; John Fromman; John Holiday; Karen Pritchett; Karen Woodrich; Ken Speery; Ken Westlake; Kevin McCreary; Kim Penrod; Laura Hildes; Lee Andrews; Marshall Carter; Mary Kennedy; Michelle Allen; Mike Cox; Mike Linderman; Miller, Daniel J.; Mohammad Hajer; Nicolas; Steven; Nicolas Laracuentis; Norma Condra; Ntale Kajumba; Pearlis Johnson; Phil DeGarmo (Phil.deGarmo@fws.gov); Prevost, Daniel; Randy Braun; Robin Dushane; Robin McWilliams-Munson; Ron Price; Samantha Vogeler; Seved Shokouzadeh; Shaun Miller; Shyamala Raman; Tim Foreman; Todd Thompson (thompson@indiana.edu); Vergil Noble; Virginia Laszewski; Wade Tharp; Zeb Wespe
Cc: "ghiedari@idem.in.gov"; "lguerrret@idem.in.gov"; "VEDDER_KIM"; Sabol, Christina (Heritage Council); Nicole Konkol; Eric Gracey; "Mark.kellen@ky.gov"; "Josh.Wentz@ky.gov"; Ron Balas; "Wallace, Jonna L (KYTC)"; Eapertina, Luke; Mindy Peterson; "tmcord@groupage.com"; James Huser@stamtec.com; "Davis, Rita"
Subject: I-69 ORX IAC Field Tour Follow-Up
Date: Thursday, May 31, 2018 12:25:00 PM
Attachments: image001.png
 20180524 MATT IAC Tour Maps&Pres.pdf

RE: I-69 Ohio River Crossing
 Interagency Committee (IAC) Field Tour held on May 24th, 2018

We are following-up on last week's field trip. We appreciate everyone who was able to attend, and we are sorry that some of you were unable to join us. Attached you will find copies of the handouts and presentation from the meeting. A list of the attendees is provided below.

Since we were split into groups during the field trip and there were many separate conversations, we are requesting any written comments and questions by June 24, 2018. Please send your comments and questions via email to Dan Prevost (dan.prevost@parsons.com) and myself (juliet.port@parsons.com).

Tour Attendees

Agencies:

Norma Condra, USACE
 Sarah Atherton, USACE
 Deb Snyder, USACE
 Ntale Kijumba, USEPA Region 4
 Virginia Laszewski, USEPA Region 5
 Ken Westlake, USEPA Region 5
 Phil DeGarmo, USFWS
 Robin McWilliams Munson, USFWS
 Vergil Noble, NPS
 John Carr, INDR-DHPA
 Ghodrat Hiadri, IDEM
 Shyamala Raman, IDEM
 John Guerrettaz, IDEM
 Kim Vedder, IDEM
 Samantha Vogeler, KDEP
 Christina Sabol, KHC
 Nicole Konkol, KHC
 Eric Gracey, KY Forestry
 Mark Kellen, Audubon State Park

Josh Wentz, KY Parks

Project Team:

Michelle Allen, FHWA
Janelle Lemon, INDOT
Ron Bales, INDOT
Andy Dietrick, INDOT
Gary Valentine, KYTC
Jim Poturalski, KYTC
Jonna Wallace, KYTC
Luke Eggering, Parsons
Steve Nicaise, Parsons
Juliet Port, Parsons
Dan Miller, Parsons
Dan Prevost, Parsons
Mindy Peterson, C2 Strategic
Beth McCord, Gray & Pape
James Kiser, Stantec
Rita Davis, Stantec

Thank You,
Juliet Port, LPG
Senior Environmental Planner
101 W Ohio St., Suite 2121 - Indianapolis, IN 46204
juliet.port@parsons.com - P: +1 317.616.4693

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I-69 Ohio River Crossing Project
Meeting Summary

ATTACHMENT E

Comments Received

Attachments

A full copy of this letter can be found in Appendix H-4, page 80.



Indiana Department
of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology, 402 W. Washington Street, W274 | Indianapolis, IN 46204-2779
Phone 317-232-1646 | Fax 317-232-0693 | dhpa@dnr.IN.gov | www.IN.gov/dnr/historic



June 20, 2018

Daniel Prevost
Parsons
101 West Ohio Street, Suite 212J
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: May 24, 2018, [NEPA] Agency Site Tour of I-69 Ohio River Crossing Project ("I-69 ORX"), Evansville,
Indiana, to Henderson, Kentucky (INDOT Des. No. 1601700; DIHPA No. 20756)

Dear Mr. Prevost:

Pursuant to the National Environmental Policy Act of 1969, as amended ("NEPA"; 42 U.S.C. § 4321, *et seq.*) and Section 106 of the National Historic Preservation Act of 1966, as amended ("Section 106"; 54 U.S.C. § 306108) and implementing regulations at 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("INDNR-DHPA") is commenting on the May 24, 2018, Agency Site Tour of Central Alternative 1, West Alternative 1, and West Alternative 2.

We thank you and your colleagues at Parsons for conducting the tour and the meetings before and after. Even though no properties that are listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") have, as yet, been identified within the Indiana part of the area of potential effects ("APE"), it was helpful for John Carr of my staff to view the project areas in both states and to see the identified historic properties in Kentucky.

Central Alternative 1 would cross what appears to be a largely undisturbed, agricultural flood plain within the Indiana part of the APE. The alignments for West Alternative 1 and West Alternative 2 in Indiana apparently would run through some wooded and perhaps some agricultural land, as well as through land occupied by the existing US 41 bridges and interchange. Because the archaeological reconnaissance investigation will be done only on the preferred alternative, the archaeological impacts, if any, of these alternatives seem unlikely to have an influence on the selection of the preferred alternative and limited influence on the final alignment.

During the May 24 slide presentation, the I-69 ORX project team explained that one or the other of the existing US 41 bridges (both of which are entirely within Kentucky) would remain in vehicular use if either West Alternative 1 or Central Alternative 1 is selected as the preferred alternative, but neither US 41 bridge would remain in vehicular use if West Alternative 2 is selected. It was further explained that neither the City of Henderson nor Henderson County is willing to take ownership of an existing US 41 bridge, even for exclusively bicycle and pedestrian use.

As you know, in previous correspondence, we had expressed concern that a build alternative (which we now know would be West Alternative 2) that would result in the removal of both US 41 bridges could have an impact on historic districts in the east or southeast of downtown Evansville, if motorists who do not want to drive on an interstate highway, if or motorists or vehicles that should not be driving on an interstate highway, are left with no realistic alternative for crossing the Ohio River. It seems less likely to us that the project would have much of an effect on historic districts and their residents if one of the US 41 bridges remains in vehicular use. Our concern about the effects of the removal of both US 41 bridges centers on whether the project could make a historic district less desirable as a place to live or work and is most closely related to the non-exclusive examples of adverse effects in 36 C.F.R. § 800.5(a)(2)(iv) and (v). In an August 28, 2017, letter from the I-69 ORX project team, our concern was addressed, in part, as follows:

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

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Daniel Prevost
June 20, 2018
Page 2

The socioeconomic studies will evaluate if the mobility of segments of population will be impacted by this project. Depending on the outcome of these studies, and if warranted, we will consider expanding or defining a new APE [i.e. area of potential effects] for Section 106 cultural resources studies.

That August 28 letter went on to say:

Traffic modeling will be conducted during the NEPA process. Should data indicate the traffic in historic districts will be altered by the project, we will further consider expanding or defining a new APE for Section 106 studies.

The May 24 slide presentation also revealed that it has been decided that tolling will occur on I-69 (meaning, presumably, on the new Ohio River bridge) under any of the current build alternatives and that tolling of the remaining US 41 bridge might occur under either West Alternative 1 or Central Alternative 1. We were advised that the tolling policies will be determined before construction. We sense, however, that the tolling policies probably will not be determined before the determinations of the project's impacts in the NEPA and Section 106 review processes have concluded. As you may know, Community Transportation Solutions-General Engineering Consultant has been studying the impacts on traffic patterns from recently-implemented tolling on the new Lewis and Clark Bridge, the new Abraham Lincoln Bridge, and the rehabilitated John F. Kennedy Bridge as mitigation for the Louisville-Southern Indiana Ohio River Bridges Project. The report on that study has not yet been made available to the public, but when it is available, we recommend that the I-69 ORX project team review that report for clues about how tolling on the new I-69 ORX bridge and possibly on a remaining US 41 bridge might impact traffic patterns in Evansville.

Following the conclusion of the May 24 tour and follow-up meeting, Mr. Carr drove through several Evansville historic districts, making informal observations on the quality and condition of the housing and the apparent socioeconomic status of the residents. It appears to us that if West Alternative 2 were to be the preferred alternative (resulting in the removal of both US 41 bridges), then the Culver Historic District (NR-0534; "NR" means it is listed in the NRHP), the Washington Avenue Historic District (NR-0400), the Bayard Park Historic District (NR-0756), and the Akin Park Historic District (identified as NRHP-eligible in the Indiana Historic Sites and Structures Inventory as property numbers 163-196-43001 through 43213) could be vulnerable to socioeconomic impacts as a result of the limitation on cross-river mobility that might result from there being only an interstate highway bridge crossing between Evansville and Henderson.

Not being very familiar with existing traffic patterns in Evansville, we find it harder to offer observations on how either removal of both US 41 bridges under West Alternative 2 or the tolling of both the new I-69 bridge and the remaining US 41 bridge under West Alternative 1 or Central Alternative 1 might cause or exacerbate or traffic congestion in the eastern and southeastern historic districts in Evansville. However, it seems possible that any of the four historic districts mentioned above, as well as the Riverside Historic District (NR-0141) or the Lincolnshire Historic District (NR-0908) might be affected.

We understand that planning is underway for a Section 106 consulting parties meeting this summer. The Draft Environmental Impact Statement is anticipated to be published in the fall of this year. Consequently, we wonder whether the potential impacts, if any, on the Evansville historic districts can be determined before a preferred alternative is chosen and a Section 106 finding of effect is made by FHWA. The tolling policy for a US 41 bridge, if either is to be left in vehicular service, presumably would come even later.

If you have questions about archaeological issues, please contact Wade Tharp at (317) 232-1650 or wtharp@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the I-69 Ohio River Crossing Project between Evansville, Indiana, and Henderson, Kentucky, please refer to DIHPA No. 20756.

Very truly yours,

Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:JLC/plc

cc: Michelle Allen, FHWA, Indiana Division
David Whameth, FHWA, Kentucky Division
J. K. Kutzman, FHWA, Kentucky Division

Janelle Lemus, Project Manager, Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation, Environmental Services
David Waldner, Kentucky Transportation Cabinet, Environmental Services Division
Amanda Kassar, Indiana Department of Transportation, Cultural Resources Office
Mary Kennedy, Indiana Department of Transportation, Cultural Resources Office
Shawn Miller, Indiana Department of Transportation, Cultural Resources Office
Susan Bruegg, Indiana Department of Transportation, Cultural Resources Office
Shirley Clark, Indiana Department of Transportation, Environmental Services
Daniel Prevost, Parsons
Julien Port, IPI, Parsons
Beth McLeod, Gray & Papp, Inc.
Vergil Noble, PhD, RPA, National Park Service, Lincoln, Nebraska
James Totten, Evansville Historic Preservation Officer
Craig Potts, State Historic Preservation Officer, Kentucky Heritage Council
Christina Sabol, Kentucky Heritage Council
Nicole Koskol, Kentucky Heritage Council
Mike Lindeman, Angel Mounds State Historic Site
Christie Stanifer, INDFR Division of Fish and Wildlife
Chad Sloder, INDFR-DHQA
Wade Thurg, INDFR-DHQA
John Cary, INDFR-DHQA



MEETING MINUTES

Date: Jan. 23, 2019

Time: 1:00 – 2:30 p.m. CT

Meeting: I-69 ORX IAC Meeting No. 4

Location: Evansville Project Office, 320 Eagle Crest Blvd., Evansville, IN

List of Attendees

Name	Organization	Email
AGENCIES		
Norma Condra (Phone)	USACE	Norma.c.condra@usace.army.mil
Deb Snyder (Phone)	USACE	Deborah.d.snyder@usace.army.mil
Sheila Bird (Phone)	THPO, United Keetoowah Band of Cherokee	sbird@ukb-nsn.gov
Erin Thompson (Phone)	United Keetoowah Band of Cherokee	ethompson@ukb-nsn.gov
Charlotte Wolfe (Phone)	United Keetoowah Bank of Cherokee	cwolfe@ukb-nsn.gov
Wade Tharp (Phone)	IDNR-DHPA	wtharp1@dnr.in.gov
Chad Slider (Phone)	IDNR-DHPA	CSlider@dnr.IN.gov
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Kim Vedder (Phone)	IDEM	kvedder@idem.in.gov
Nicole Konkol	KHC	Nicole.konkol@ky.gov
Christina Sabol	KHC	Christina.sabol@ky.gov
Doug Dawson (Phone)	KDFWR	doug.dawson@ky.gov
Samantha Vogeler	KDOW	Samantha.Vogeler@ky.gov
Tim Brown (Phone)	KDOF	Tim.brown@ky.gov
Dave Williams	KGS	Williams@uky.edu
Seyed Shokouhzadeh	Evansville MPO	sshokouhzadeh@evansvillempo.com
Mike Linderman	Angel Mounds	mlinderman@indianamuseum.org

Name	Organization	Email
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Joiner Lagpacan (Phone)	FHWA-IN	Joiner.Lagpacan@dot.gov
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Laura Hilden	INDOT	lhilden@indot.IN.gov
Jim Poturalski	INDOT	jpoturalski@indot.IN.gov
Jonna Wallace Mabelitini	KYTC-DEA	Jonna.wallace@ky.gov
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Dan Davis	KYTC-DEA	Daniel.Davis@ky.gov
Tim Foreman	KYTC-DEA	Tim.Foreman@ky.gov
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Luke Eggering	Parsons	Luke.eggering@parsons.com
Cory Grayburn	Parsons	Cory.grayburn@parsons.com
Diane Hoeting	Parsons	Diane.Hoeting@parsons.com
Dan Miller	Parsons	Dan.Miller@parsons.com
Steve Nicaise	Parsons	Steven.Nicaise@parsons.com
Juliet Port	Parsons	Juliet.port@parsons.com
Dan Prevost	Parsons	Daniel.prevost@parsons.com
Mindy Peterson	C2 Strategic	mindy@c2strategic.com
Cinder Miller	Gray & Pape, Inc.	cmiller@graypape.com
Brian Aldridge	Stantec	Brian.Aldridge@stantec.com

ATTACHMENTS

1. IAC Meeting Agenda
2. IAC Meeting Presentation
3. Public Hearing Handout
4. DEIS Impact Summary Table
5. DEIS Appendix A-3

SUMMARY

1) Welcome and Introductions – Dan Prevost, Parsons Environmental Lead for the I-69 Ohio River Crossing (ORX) project, opened the meeting and welcomed IAC participants.

- Housekeeping
- Introductions around room and on phone. Dan briefly ran through the agenda.
- Michelle Allen, FHWA, acknowledged the federal furlough and shared that the team decided to still hold this meeting. Federal agencies will still have their 45-day comment period for the DEIS.

2) IAC Meetings Recap

- IAC Meeting No. 1 (Apr. 12, 2017) – Project purpose and need, range of alternatives, and environmental methods and issues
- IAC Meeting No. 2 (Jul. 20, 2017) – Screening Report results
- Feb. 22, 2018 – Screening Report Supplement sent to IAC members
- IAC Meeting No. 3 (May 24, 2018) – Field tour of project area

3) Design Changes Since Last IAC Meeting

- Central Alternative 1 – Southern interchange with US 41 where the new alignment ties back to US 41 in Kentucky. The team coordinated with the Henderson business community who expressed concern with the distance of the interchange from the business district. The redesigned interchange is located in the floodway of North Fork Canoe Creek and may require mitigation for loss of flood storage.
- Central Alternative 1 and West Alternative 1 Design Changes – The northbound US 41 bridge will be retained and the southbound US 41 bridge will be removed.

4) Public Involvement and Agency Coordination since IAC Meeting No. 3

- Environmental Justice (EJ) Subcommittee Meeting (Jun. 18, 2018) – Discussed the public survey, Community Conversations, tolling mitigation, and updated alternatives.
- River Cities Advisory Committee (RCAC) Meeting (Jun. 26, 2018) – The project team shared the updated alternatives and project visualizations.
- Consulting Party Meeting (Jul. 24, 2018) – Discussed avoidance and mitigation measures for cultural resources.
- U.S. Fish and Wildlife Service (USFWS) Meetings (Aug. 7, 2018 and Oct. 16, 2018) – Discussed the proposed Green River National Wildlife Refuge.
- DEIS Notice of Availability Federal Register (Dec. 14, 2018).

- RCAC/EJ Subcommittee Meeting (Dec. 18, 2018) – Discussed the DEIS results.
- Public Hearings (Henderson and Evansville) Jan. 7 and 8, 2019.

5) DEIS Alternatives

- No Build
- West Alternative 1
- West Alternative 2
- Central Alternatives 1A and 1B (Preferred Alternatives – physically identical; only vary on tolling scenarios)

*All build alternatives would modernize existing US 41 south of US 60 to KY 425 to meet interstate standards.

6) Summary of Impacts

- Dan shared impact summary/comparison tables for each environmental category (e.g., relocations, Section 4(f)/6(f), farmland, noise, etc.).
- We are still in the process of completing archaeological surveys. Archaeological Survey Reports for Indiana and Kentucky will be provided upon completion.

7) Selection of Preferred Alternatives

- Dan discussed the selection method for the Preferred Alternatives (Central Alternatives 1A and 1B).
- A decision regarding US 41 tolling will be made prior to the FEIS/ROD. Toll revenue will vary depending on whether US 41 remains open and free and/or tolled.
- Tolling US 41 will be evaluated as part of the overall funding/financing plan for the project.
- The team will further develop the project's Financial Plan over the next 6 months.

8) Review of Preferred Alternatives

- Dan walked the group through the Preferred Alternative alignment on Google Earth, showing select environmental features.
- The alignments are also shown on the handout (DEIS Appendix A-3).

9) Mitigation Measures and Commitments

- Following avoidance and minimization, mitigation measures for streams and wetlands will include wetland banks, in-lieu fee; flood storage mitigation; stream relocations; etc.
- Ecological commitments will include continued coordination with KDEP regarding water quality and aquatic habitat in the Ohio River; the use of the KY

Programmatic Agreement for endangered bats; Stormwater Pollution Prevention Plan (SWPPP) development; and mussel surveys and Section 7 consultation with USFWS.

- EJ mitigation and commitments could include transponder purchase via cash; cash-loading of transponders; and reduced toll rates for low-income users, among other measures.
- The team will revisit farmland impacts and coordinate with NRCS as appropriate.
- Noise barrier design will be reevaluated for the Selected Alternative.
- The Section 106 Memorandum of Agreement (MOA) for cultural resources protection and mitigation will be finalized.

10) Preferred Alternatives Environmental Studies

- Survey of bridges for bats (Aug. 2018)
- Wetland and stream delineations (Jul.-Sept. 2018)
- Mussel surveys (Oct.-Nov. 2018) (no threatened or endangered mussels found)
- Phase I Archaeological Survey (Oct.-Nov. 2018). Deep testing will also be performed in the Ohio River floodplain in 2019.

11) Next Steps

- Winter 2019
 - DEIS Comments due Feb. 8, 2019
 - Biological Assessment
 - Phase 1 Archaeological Survey Report
- Spring 2019
 - Consulting Party Meeting No. 4
 - WOTUS Report and Jurisdictional Determination
- Summer 2019
 - Identification of final Preferred Alternative
 - IAC Meeting No. 5
- Fall 2019
 - FEIS/ROD Publication

12) Questions

Question: Samantha Vogeler, KDOW, asked if the team had identified a need for waste sites?

Response: Steve Nicaise, Parsons, responded that the project will require multiple

borrow sites, but no waste sites.

Question: Samantha Vogeler, KDOW, asked what the team used as the basis for calculating impacts to WOTUS?

Response: Cory Grayburn, Parsons, responded that stream and wetland impacts were calculated within the construction limits.

Question: Jason Randolph, IDEM, asked whether the interchange area at the north end of the project would be built entirely on fill (i.e., require filling of the borrow pit and wetlands adjacent to Eagle Creek). He expressed a desire that the hydrology in the area be maintained.

Response: Steve Nicaise, Parsons, responded that the borrow pit and much of the adjacent wetlands would likely be bridged.

Question: Deb Snyder, USACE, asked whether we have an estimate of impacts to WOTUS, taking into account the areas that will be bridged (i.e., will an Individual Section 404 Permit be required)?

Response: Luke Eggering, Parsons, responded that an Individual Section 404 is anticipated for the project.

Question: Deb Snyder, USACE, asked if the team was aware of the proposed new WOTUS rule?

Response: The team affirmed they have knowledge of the proposed WOTUS rule. The ruling is not anticipated to affect how waters are permitted in Indiana since they are all connected to Eagle Creek.

Question: Kim Vedder, IDEM, asked if the team is planning on performing work on any of the landfills identified in Indiana?

Response: Juliet Port, Parsons, responded that the project will require limited excavation in Huff Landfill. Additional coordination with IDEM will be needed when the geotechnical studies are planned.

Question: Kim Vedder, IDEM, indicated that they have a visit/meeting scheduled for Huff Landfill on Feb. 7 and asked if Parsons would be available to attend the meeting with them?

Response: Juliet Port, Parsons, responded that Parsons could attend the meeting with IDEM.

Question: Jason Randolph, IDEM, asked for confirmation of the proposed construction date of 2021, assuming funding is in place.

Response: Steve Nicaise, Parsons, responded “yes,” a 2021 construction start date would be a best-case scenario for start of construction.

Question: Samantha Vogeler, KDOW, requested that a copy of the Mussel Survey Report be sent to her. She also expressed interest in attending any onsite waters meetings with the USACE for Kentucky waters.

Response: Dan Prevost, Parsons, responded that a hard copy report will be sent to KDOW as requested.

- 13) Dan reminded everyone that the deadline for DEIS comments is Feb. 8. The meeting adjourned at 2:30 p.m.



MEETING MINUTES

Date: February 12, 2019

Time: 10:00 – 12:00 p.m. CT

Meeting: I-69 ORX IAC Meeting No. 4 Session 2

Location: Parsons, 101 W. Ohio St., Suite 2121, Indianapolis IN, 46204

List of Attendees

Name	Organization	Email
AGENCIES		
Norma Condra (Phone)	USACE	Norma.c.condra@usace.army.mil
Deb Snyder (Phone)	USACE	Deborah.d.snyder@usace.army.mil
Ntale Kajumba (Phone)	US EPA	Kajumba.ntale@epa.gov
Virginia Laszewski (Phone)	US EPA	Laszewski.virginia@epa.gov
Duncan Powell (Phone)	US EPA	Powell.duncan@epa.gov
Ken Westlake (Phone)	US EPA	westlake.kenneth@epa.gov
Michelle Allen	FHWA	Michelle.allen@dot.gov
Tina Chouinard (Phone)	USFWS	Tina_chouinard@fws.gov
Phil DeGarmo (Phone)	USFWS-KY	Phil_deGarmo@fws.gov
Robin McWilliams-Munson (Phone)	USFWS	Robin_McWilliams@fws.gov
Mike Linderman (Phone)	Angel Mounds	mlinderman@indianamuseum.org
Seyed Shokouhzadeh (Phone)	Evansville MPO	sshokouhzadeh@evansvillempo.com
John Carr (Phone)	IDNR	jcarr@dnr.in.gov
Wade Tharp (Phone)	IDNR-DHPA	wtharp1@dnr.in.gov
Diane Hunter (Phone)	Miami Tribe	dhunter@miamination.com

Name	Organization	Email
PROJECT TEAM		
Andy Dietrick (Phone)	INDOT	ADietrick@indot.IN.gov
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Luke Eggering (Phone)	Parsons	Luke.eggering@parsons.com
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Dan Miller	Parsons	Dan.miller@parsons.com
Steve Nicaise	Parsons	Steven.nicaise@parsons.com
Juliet Port	Parsons	Juliet.port@parsons.com
Dan Prevost	Parsons	Daniel.prevost@parsons.com
Mindy Peterson (Phone)	C2 Strategic	mindy@c2strategic.com
Erin Pipkin (Phone)	Compass Outreach Solutions	erin@compassoutreachsolutions.com
Cinder Miller (Phone)	Gray & Pape, Inc.	cmiller@graypape.com
Brian Aldridge (Phone)	Stantec	Brian.aldridge@stantec.com

SUMMARY

Following Welcome and Introductions, Dan Prevost gave the same presentation from the I-69 ORX IAC Meeting No. 4 held January 23, 2019, which is summarized in previous meeting minutes.

1) Questions

Question: Ken Westlake, EPA, asked if the project alternatives provided for any pedestrian or bicycle use?

Response: Dan Prevost, Parsons, responded that the preferred alternatives do not include facilities for pedestrians or bicycles. The southbound bridge is proposed to be demolished. The existing local pedestrian/ bicycle plans do not include cross-river connections. Few public comments were received that requested this.

Question: Virginia Laszewski, USEPA, asked where the nearest pedestrian Ohio River crossing is located?

Response: The team responded that the current US 41 bridges can be used for bicycles but they must share the road with vehicles, so there is limited use. The closest crossing is the Owensboro bridge 30 miles away. It has a small (approximately 2-foot) raised curb on either side of bridge, so pedestrians and bicycles are permitted but it's not designed for their use. The nearest crossing designed for safe pedestrian use is more than 100 miles away in the Louisville metropolitan area.

Question: Ntale Kajumba, USEPA, asked regarding the tolling options, what types of comments have been received from environmental justice stakeholders?

Response: Dan Prevost, Parsons, indicated that tolling has been a focus of the EJ outreach activities since the beginning of this NEPA process. There are many concerns about tolling, including from stakeholders representing low-income groups as well as businesses. The project team is looking at ways to mitigate tolling impacts if there is no local toll-free crossing.

Question: Virginia Laszewski, USEPA, asked if a bicycle/pedestrian (bike/ped) path could be incorporated into the project? Is funding the only issue, wouldn't it be inexpensive to add a bike/ped path or retain an existing bridge for that use?

Response: Steve Nicaise, Parsons, responded that there is about 6 to 7 miles of alignment between potential between bike/ped connections in IN and KY. The main bridge is very long and the floodway is very wide, making it challenging for touch down points near the river.

Response: Dan Prevost, Parsons, responded that we have inquired, but there is no local or state entity who is willing to maintain one of the US 41 bridges for

pedestrian/bicycle use. The estimated long-term maintenance costs total more than \$135 million over the next thirty-five years, and there is already a large project funding gap that needs to be resolved.

Response: Michelle Allen, FHWA, added that the local communities have known about the project for a long time and have not shown significant interest in a bike/ped facility. Due to the proposed Section 4(f) impacts of removing a US 41 bridge, the local communities were contacted, and they declined the option to retain a bridge for pedestrian/bicycle use, citing cost, lack of connectivity, and lack of public interest.

Response: Laura Hilden, INDOT, stated that to add pedestrian lanes they would need to land somewhere and then have somewhere to go thereafter. There are many challenges in implementing trail heads, ramps, and meeting American with Disabilities Act (ADA) requirements within a floodway. The receiving roads are not easily adapted and are many miles away.

Question: Virginia Laszewski, USEPA, asked why tolling was absolutely necessary? What about funding from state gas tax?

Response: Dan Prevost, Parsons, responded that tolling a new I-69 crossing was part of the initial project announcement by the two state governors. Even with the tolls I-69 and US 41 over a 35-year financing period, the states would still have a \$750 million funding gap. Even if the project received a large grant, such as a \$100-\$200 million INFRA grant which may be possible, it would still leave a large remaining gap. A toll-free scenario is not financially feasible. While Indiana has recently raised its gas tax, Kentucky has not, and Kentucky is responsible for approximately 60% of the project cost.

Response: Michelle Allen, FHWA, added that funding sources are complicated and hard to understand. For the states, the money goes into a pool that gets divided among their various transportation programs across their states. Grant opportunities are few and far between. The states can increase their gas tax, like Indiana did recently, but that's still limited. Most of this project is in Kentucky and they have limited funds at this point in time.

Question: Ntale Kajumba, USEPA, how many residents/receptors would the proposed noise barrier protect?

Response: Cory Grayburn, Parsons, responded that with the two barriers that at this point appear to be likely, a total of 83 receptors would benefit. This information is in the Noise Impact Analysis Report, Appendix G of the DEIS.

Question: Ken Westlake, USEPA, asked why is there a dramatic difference in projected traffic between Alternatives 1a and 1b?

Response: Dan Prevost, Parsons, responded that that it was due the impact of tolling on regional traffic patterns and choice of bridge crossing.

Question: Virginia Laszewski, USEPA, asked if there an existing trail that a bridge could accommodate?

Response: Dan Prevost, Parsons, responded that there is a proposed Pigeon Creek Trail parallel to the river in Indiana, that would roughly follow Veterans Memorial Parkway along the levee, and eventually connect Evansville with Newburgh. Currently, the trail only exists west of the project area in the City of Evansville. There is an existing agreement with INDOT to permit a trail within the Veterans Memorial Parkway/I-69 right-of-way, with no specific location defined.

Question: Michael Johnson, USFWS, asked if the project team has considered connectivity for wildlife during flood events? Could there be issues for wildlife or public safety if terrestrial wildlife congregates on fill areas when seeking higher ground? US 41 is a good example of connectivity issues, such as deer coming up onto the roadway or into residential areas during flood events.

Response: The proposed bridges for I-69 across the Ohio River floodplain would be significantly longer than the existing US 41 bridges.

Question: Duncan Powell, USEPA, asked why are “outdated” mitigation ratios (based on acres of impact) being used? Do project costs reflect linear foot per stream?

Response: Deb Snyder, US Army Corps of Engineers, stated currently Indiana uses these ratios for their in-lieu fee programs.

Response: The project team stated that mitigation plans will be part of the permitting process, and specific ratios would be negotiated in each state based on actual impacts. A complete delineation and Waters of the US report is being performed for the preferred alternatives and we will evaluate mitigation in more detail as we move forward. Much of the stream impacts are for dry, ephemeral channels.

Question: Wade Tharp, IDNR-DHPA, asked if there are identified areas for deeper archaeological testing in Indiana?

Response: Dan Prevost, Parsons, stated that yes there are some areas proposed for deep testing in both Indiana and Kentucky. The Phase Ia archeological report is being prepared and will include a proposed deep testing plan.

Question: Robin McWilliams-Munson, USFWS, asked for an update on the bat survey.

Response: Dan Prevost, Parsons, stated this information is being compiled and will be submitted soon to USFWS as part of the Draft Biological Assessment.

Question: Ntale Kajumba, USEPA, asked what is the likelihood of this project moving forward?

Response: The project team stated that both states are dedicated to advancing this project and that they are still looking at their funding options.

Question: Virginia Laszewski, USEPA, asked when the funding package is expected?

Response: Gary Valentine, KYTC, stated that a final funding plan is not required for the FEIS/ROD, but that the metropolitan planning organization's (MPO's) fiscally constrained long range plan must be updated prior to the Record of Decision (ROD).

Response: Seyed Shokouhzadeh, Evansville MPO, added that the proposed TIP is out for comment, and page 62 discusses these projects.

Question: Norma Condra, US Army Corps of Engineers, asked what is the status of the proposed Green River Wildlife Refuge?

Response: Tina Chouinard, USFWS, stated that it is still in the scoping phase. There is a draft EA that is coming out shortly for public review, and will have a 30-day review period. There are hopes to finalize the plan in the summer of 2019. They are closely coordinating with this project.

Question: Norma Condra, US Army Corps of Engineers, asked if the proposed Green River Wildlife Refuge would be used for mitigation?

Response: Dan Prevost, Parsons, stated that the team has been discussing mitigation options with USFWS. Once we have a selected corridor and know more specifics about our mitigation requirements there will be further coordination. USFWS's EA will exclude this project corridor.

Question: Virginia Laszewski, USEPA, asked what will happen if there is another government shutdown?

Response: Dan Prevost, Parsons, stated that if that happens we would discuss that when the agencies return to work.

- 2) Dan reminded everyone that the DEIS comment period for Federal agencies affected by the partial US government shutdown has been extended from February 8th to March 18th. The meeting adjourned at 12:00 p.m.

MEETING AGENDA

Date: January 23, 2019

Time: 1:00 PM CT – 3:00 PM CT

Meeting: I-69 ORX Interagency Advisory Committee Meeting #4

Location: I-69 ORX Evansville Project Office 320 Eagle Crest Drive, Suite C, Evansville,
IN 47708

1. Introductions
2. Recap of Previous IAC Meetings
3. Design Changes Since Last IAC Meeting
4. Public Involvement and Agency Coordination
5. DEIS Alternatives
6. Summary of Impacts
7. Selection of Preferred Alternatives
8. Review of Preferred Alternatives
9. Mitigation Measures and Commitments
10. Preferred Alternative Environmental Studies
11. Next Steps
12. Questions

INTERAGENCY ADVISORY COMMITTEE (IAC) MEETING #4

DAN PREVOST, PARSONS, ENVIRONMENTAL LEAD



JANUARY 23, 2019



Project Team



PARSONS

- **Michelle Allen**, Indiana Division
- **Eric Rothermel**, Kentucky Division
- **Jim Poturalski**, Project Manager
- **Marshall Carrier**, Project Manager
- **Gary Valentine**, KYTC Major Project Advisor
- **Steve Nicaise**, Project Manager
- **Dan Prevost**, Environmental Lead

AGENDA

1. Recap of Previous IAC Meetings
2. Design Changes Since Last IAC Meeting
3. Public Involvement and Agency Coordination
4. DEIS Alternatives
5. Summary of Impacts
6. Selection of Preferred Alternatives
7. Review of Preferred Alternatives
8. Mitigation Measures and Commitments
9. Preferred Alternative Environmental Studies
10. Next Steps
11. Questions



RECAP OF PREVIOUS IAC MEETINGS



Recap of Previous IAC Meetings

- IAC Meeting #1 (April 12, 2017) – Project purpose and need, range of alternatives, and environmental methods and issues
- IAC Meeting #2 (July 20, 2017) – Screening Report results
- February 22, 2018 – Screening Report Supplement sent to IAC members
- IAC Meeting #3 (May 24, 2018) – Field Tour

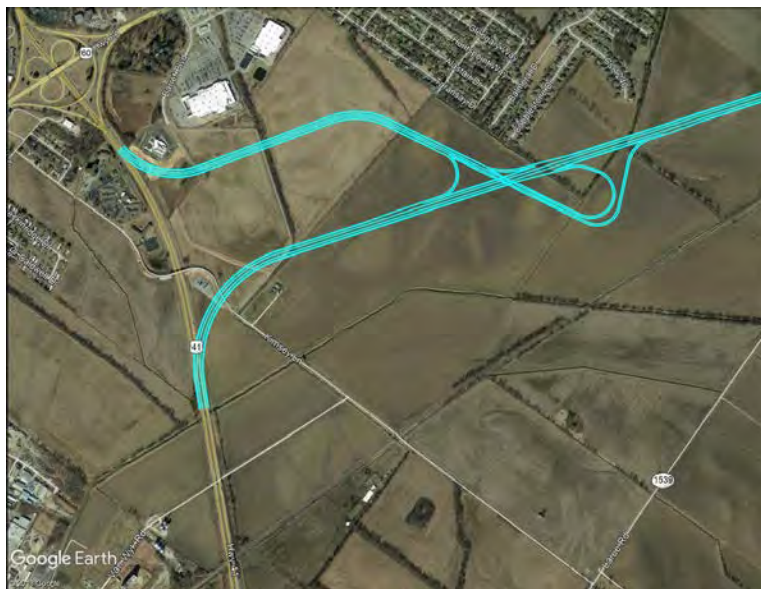


DESIGN CHANGES SINCE LAST IAC MEETING

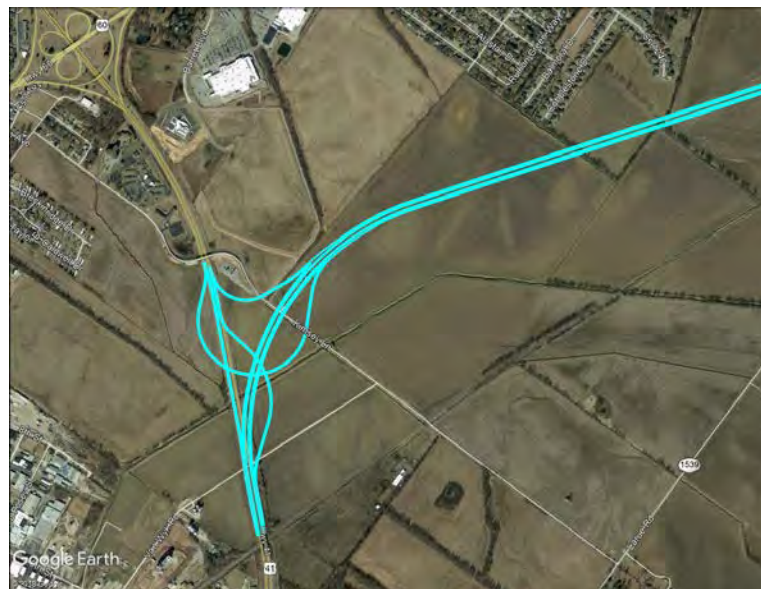


Central Alternative 1 Design Change Southern Interchange with US 41

Old



New



Central Alternative 1 and West Alternative 1 Design Changes

- Retain northbound US 41 bridge and remove southbound US 41 bridge
 - Both bridges are eligible for NRHP
 - Northbound – eligible individually
 - Southbound – only eligible based on being a “twin” to northbound bridge
 - Kentucky SHPO recommended retaining northbound bridge
 - Remove southbound bridge: northbound remains eligible
 - Remove northbound bridge: northbound (demolished) and southbound would lose eligibility

PUBLIC INVOLVEMENT AND AGENCY COORDINATION



Public Involvement and Agency Coordination since IAC Meeting #3

- Environmental Justice (EJ) Subcommittee Meeting (June 18, 2018)
 - Public survey, Community Conversations, tolling mitigation, and updated alternatives
- River Cities Advisory Committee (RCAC) Meeting (June 26, 2018)
 - Updated alternatives and visualizations
- Consulting Party Meeting (July 24, 2018)
 - Mitigation Measures



Public Involvement and Agency Coordination since IAC Meeting #3

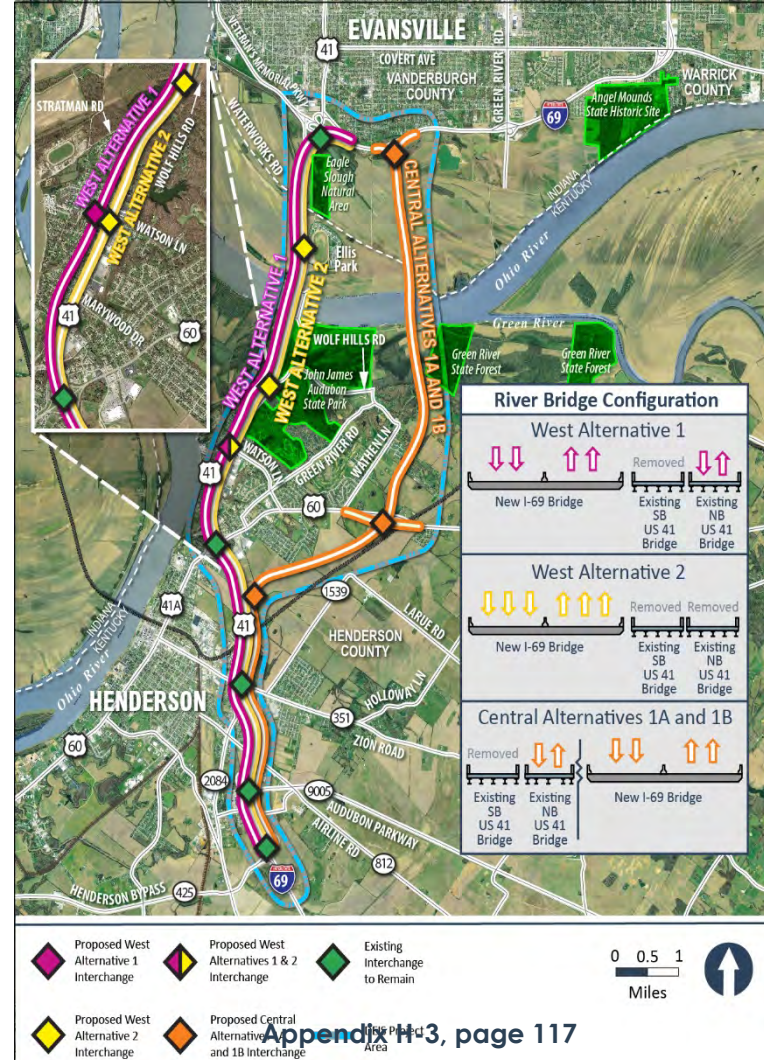
- US Fish and Wildlife Service (USFWS) Meetings (August 7, 2018 and October 16, 2018)
 - Proposed Green River National Wildlife Refuge
- DEIS Notice of Availability Federal Register December 14, 2018
- RCAC/EJ Subcommittee Meeting (December 18, 2018)
 - DEIS results
- Public Hearings (Henderson and Evansville January 7 and 8, 2019)

DEIS ALTERNATIVES



DEIS Alternatives

- No Build
- West Alternative 1
 - New four-lane I-69 bridge with tolls
 - Retain northbound US 41 bridge
 - Option of US 41 bridge with and without tolls
- West Alternative 2
 - New six-lane I-69 bridge with tolls
 - Remove both US 41 bridges
 - No toll-free option
- Central Alternatives 1A and 1B
 - New four-lane I-69 bridge with tolls
 - Retain northbound US 41 bridge
 - Option of US 41 bridge with tolls (1A) and without tolls (1B)
- All build alternatives would modernize existing US 41 south of US 60 to KY 425 to meet interstate standards



Preferred Alternatives: Central Alternatives 1A and 1B

- Central Alternative 1A – Tolls on both I-69 and US 41 bridges
- Central Alternative 1B – Tolls on I-69 bridge, no tolls on US 41 bridge
- 40 C.F.R. 1502.14 allows for the selection of multiple preferred alternatives
- Final Preferred Alternative will be identified and announced prior to the FEIS/ROD

SUMMARY OF IMPACTS



Impact Summary – Relocations/ROW

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)
Relocations			
Residential (units)	242	96	4
Commercial (units)	25	62	0
Farm Building	1	1	0
Places of Worship	1	1	0
Total Relocations	269	160	4
New Right-of-way (acres)	333	298	420

Impact Summary – Sec 4(f) / Sec 106

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)
Section 4(f) Use			
Public Parks, Recreation Areas, and Wildlife/ Waterfowl Refuges	1	1	0
Historic Property	1	2	1
Aboveground Historic Resources	2	2	4

Impact Summary – REC / Farmland

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)
Recognized Environmental Condition (REC) Sites	13	21	4
Prime and Unique Farmland and Farmland of Statewide Importance (acres)	84.9	46.2	382.7
Active Farmland (acres)	182.6	168.9	347.9

Impact Summary – Noise / EJ

IMPACT CATEGORY	WEST ALTERNATIVE 1		WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	
	With US 41 Tolls	Without US 41 Tolls	All Cross-River Traffic is Tolled	With US 41 Tolls (1A)	Without US 41 Tolls (1B)
Will Tolls Likely Cause Environmental Justice Disproportionate and Adverse Effects?	Yes	No	Yes	Yes	No
Noise (number of receptors)	167	180	140	257	149

Impact Summary – Habitat / Managed Lands

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)
Forested Habitat	96.8	71.2	45.8
Managed Lands (number/acres)	2 / 54.8	3 / 57.1	1 / 1.3

Impact Summary – Waters

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)
Wetlands (number/acres)	18 / 55.4	17 / 35.1	7 / 17.6
Streams (number/linear feet)			
Perennial	5 / 1,799	5 / 1,556	3 / 1,608
Intermittent	3 / 790	2 / 511	1 / 683
Ephemeral	39 / 20,886	37 / 19,085	49 / 16,036
Total	47 / 23,475	44 / 21,152	53 / 18,327

Impact Summary – Waters

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)
Open Water (number/acres)	6 / 9.6	3 / 2.8	1 / 12.7
Wellhead Protection Areas	2	2	0
Floodplain (acres)	105	89	190
Floodway (acres)	149	120	88

Impact Summary – Alternative Length

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)
Length (miles)			
New Interstate	8.2	8.1	8.4
Existing US 41	2.9	2.9	2.8
Total	11.1	11.0	11.2

Impact Summary – Cost / Revenue

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)
Cost (in millions, year of expenditure)			
Design, Approvals, ROW, Mitigation, Procurement, Construction Inspection	\$312	\$352	\$200
Construction	\$1,245	\$1,221	\$1,062
Roadway/Bridge O&M (35 years)	\$252	\$107	\$234
Total	\$1,810	\$1,680	\$1,497
Potential toll revenue (in millions, year of collection)	\$1,100 - \$2,900	\$2,600	\$1,200 (1B) - \$2,600 (1A)

SELECTION OF PREFERRED ALTERNATIVES



Preferred Alternatives

Central Alternatives 1A and 1B have been identified as the Preferred Alternatives for the following reasons:

- Fewest residential relocations
- No commercial relocations
- Fewest impacts to the following resources:
 - Wetlands
 - Linear feet of streams
 - Floodways
 - Forested habitat and potential habitat for the federally endangered Indiana bat and federally threatened northern long-eared bat
 - Managed lands
 - Section 4(f) resources (i.e., the southbound historic US 41 bridge)
 - Sites with RECs
- Cross-river route redundancy for the region
- Lowest total cost

Tolls on US 41

- No decision has been made – Decision to be made prior to FEIS/ROD
- Will be evaluated as part of overall funding/financing plan



Expected Toll Revenue

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

Central Alternative 1A

\$2.6 billion

Central Alternative 1B

\$1.2 billion

Financing Capacity

Financing capacity toward
project development and
construction costs

\$500 million

40% of Upfront Capital Costs

\$250 million

20% of Upfront Capital Costs

Funding Gap

Must be filled by States'
traditional funding
sources or grants

\$750 million

\$1 billion

REVIEW OF PREFERRED ALTERNATIVES



MITIGATION MEASURES AND COMMITMENTS



Mitigation and Commitments – Waters of the U.S.

- Continued efforts during design to avoid and minimize stream and wetland impacts.
- Stream mitigation may include mitigation banks, in-lieu fee programs, and stream relocations.
- Wetland mitigation may include mitigation banks, in-lieu fee programs, and permittee responsible mitigation. Impacted wetlands will be replaced at the appropriate mitigation ratios based on USACE guidelines.

Mitigation Measures and Commitments – Ecology

- Continue coordination with KDEP regarding water quality and aquatic habitat in the Ohio River (Outstanding Surface Water Resource).
- Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).
- In Indiana, trees removed within a non-wetland forested floodway/floodplain will be replaced in accordance with IDNR's Construction in a Floodway Permit guidelines.
- Complete mussel surveys and Section 7 consultation with USFWS.
- The KYTC *Programmatic Conservation Memorandum of Agreement for the Indiana Bat* will be used to determine mitigation requirements for the Indiana bat and the northern long-eared bat.

Mitigation and Commitments – Environmental Justice

- If both I-69 and remaining US 41 bridge are tolled (Central Alternative 1A), mitigation strategies could include the following:
 - Transponder purchase via cash
 - Cash-loading of transponders
 - Widespread availability of transponders
 - Frequent-user/commuter card
 - Reduced toll rate for the US 41 bridge for verifiable low-income users.
- If the US 41 bridge remains toll-free (Central Alternative 1B), no mitigation would be required.

Mitigation Measures and Commitments – Cultural Resources

- Finalize Section 106 Memorandum of Agreement (MOA) for impacts to historic properties.
- Complete Phase I Archaeological Survey, documentation, and survey plans for additional testing.

Mitigation Measures and Commitments

- Coordinate with NRCS regarding impacts to farmland (Farmland Conversion Impact Rating >160 for Central Alternative 1)
- Reevaluate “likely” and “not likely” noise barrier locations for Preferred Alternative prior to the FEIS/ROD. Final determination of noise barrier locations will be made during final design.

PREFERRED ALTERNATIVES ENVIRONMENTAL STUDIES



Preferred Alternatives Environmental Studies

- Survey of bridges for bats (August 2018)
- Wetland and Stream Delineations (July-September 2018)
- Mussel Surveys (October-November 2018)
– No threatened/endangered mussels found.
- Phase I Archaeological Surveys (October-November 2018) – No notable sites found. Deep testing will be required.



NEXT STEPS



Project Schedule

Winter 2019

- DEIS Comments Due February 8, 2019**
- Biological Assessment
- Phase 1 Archaeological Survey Report

Spring 2019

- Consulting Party Meeting #4
- Waters of the U.S. Report and Jurisdictional Determination

Summer 2019

- Identification of final Preferred Alternative
- IAC Meeting #5

Fall 2019

- FEIS/ROD Publication

QUESTIONS?





THANK YOU

Draft Environmental Impact Statement (DEIS)

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



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

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



Comments can be made:

At public hearings

On Contact Us page on project website

By email
info@I69ohiorivercrossing.com

By mail (project office)

In person (project office)

Office Hours During the Comment Period

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

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

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

Henderson Monday, Jan. 7 Henderson Community College Preston Arts Center 2660 S. Green St.	Public Hearings 5 to 8 p.m. Presentation at 6 p.m.	Evansville Tuesday, Jan. 8 Old National Events Plaza Locust meeting rooms 715 Locust St.
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Speakers can sign up at either hearing, and all comments will be recorded. Written comments can also be submitted.

Now – Feb. 8, 2019
Public comment period to gather feedback on the DEIS

2019

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

Late 2019

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

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

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

Preferred Alternatives

Central Alternatives 1A and 1B: Two Tolling Options



The Central Alternative is the preferred route for the proposed I-69 Ohio River Crossing. It includes a 4-lane I-69 bridge and retains one US 41 bridge.

Central Alternative 1A

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

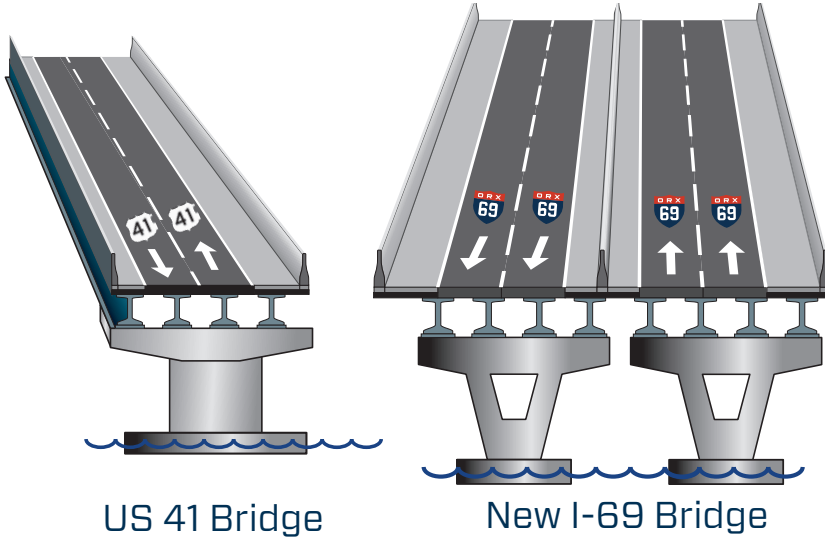
Central Alternative 1B

- Toll only the I-69 bridge

The tolling options are the only difference.

Central Alternatives 1A and 1B

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



Basis for Selection of Preferred

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

Estimated Cost:
\$1.497 billion*

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

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

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

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

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

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

Financial Feasibility

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

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

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

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

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

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

Retaining US 41 Northbound Bridge

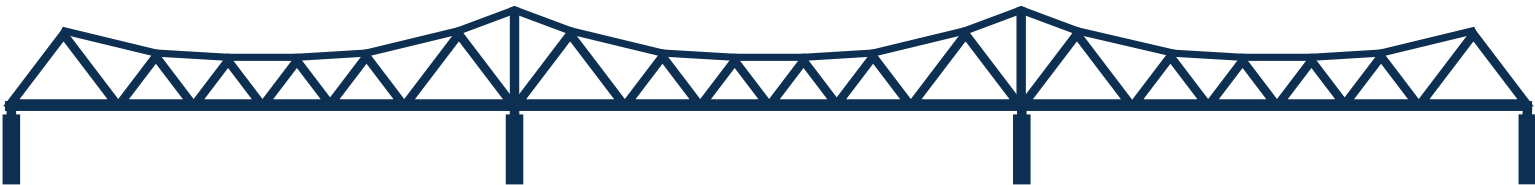
Because of its historic significance, the US 41 northbound bridge will be retained for two-way, local traffic.

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

The southbound bridge, which opened in 1965, is only considered historic because of the “twin” northbound bridge.

Both US 41 Bridges

- Both can carry a lane of traffic in each direction
 - Both provide cross-river redundancy
- Both have similar costs to rehabilitate
 - Both have similar costs to maintain



Financing and Funding

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

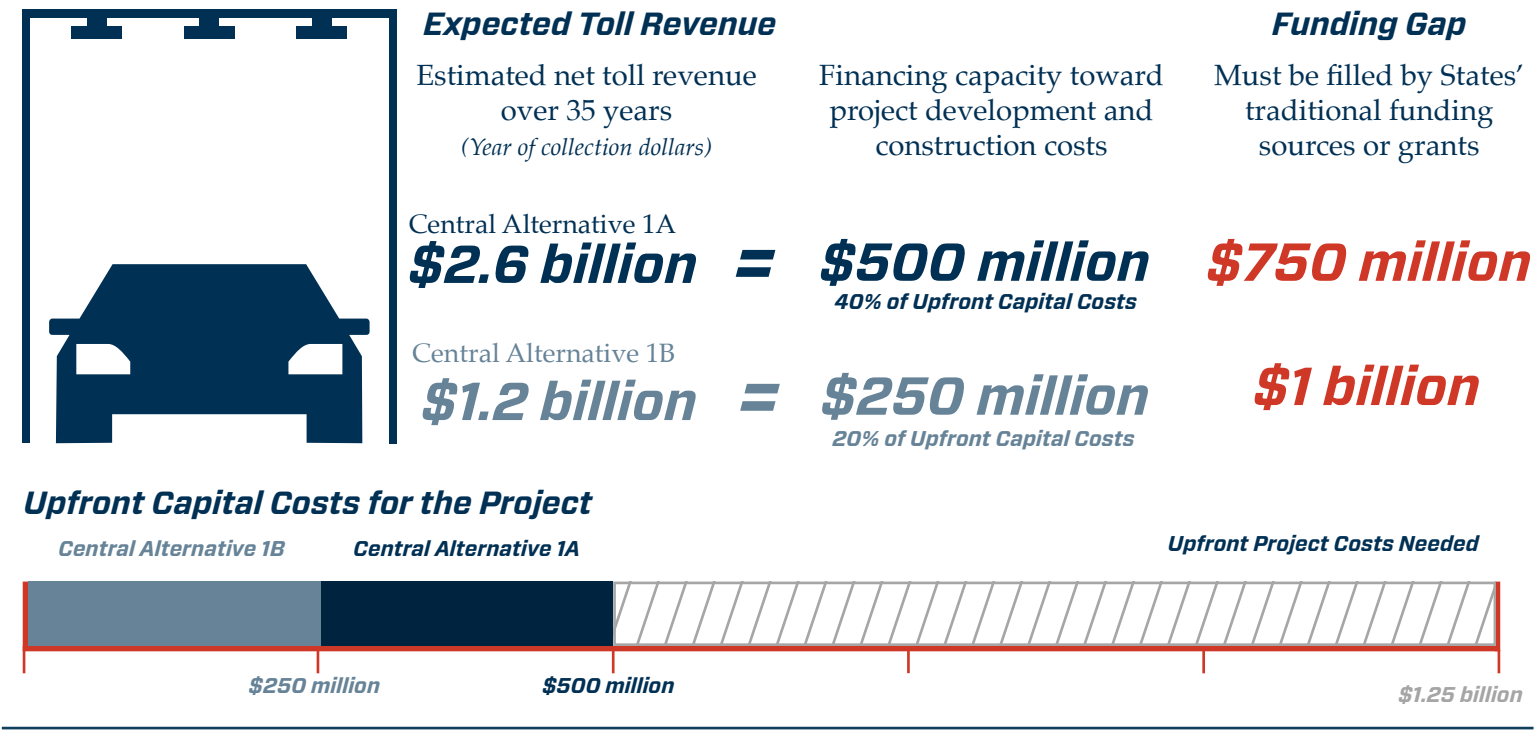
Toll-backed financing

Traditional funds

+ Available grant opportunities

The states will pursue grants and opportunities to reduce the amount of toll revenue and traditional funds needed. A decision on whether the US 41 bridge will be tolled will be made after additional financial studies and pursuit of funding opportunities. Once a decision is reached, the public and agencies will be notified prior to publication of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

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



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

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

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

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

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

IMPACT CATEGORY	WEST ALTERNATIVE 1		WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)		NO BUILD ALTERNATIVE
SOCIOECONOMIC						
Relocations						
Residential (units)	242		96	4		0
Commercial (units)	25		62	0		0
Farm Building	1		1	0		0
Places of Worship	1		1	0		0
Total Relocations	269		160	4		0
New Right-of-way (acres)	333		298	420		0
Will Tolling or Traffic Impacts Likely Cause Environmental Justice Disproportionate and Adverse Effects? ¹	With US 41 Bridge Tolls	Without US 41 Bridge Tolls	All Cross-River Traffic is Tolled	1A – With US 41 Bridge Tolls	1B – Without US 41 Bridge Tolls	No Cross-River Traffic is Tolled
	Yes	No		Yes	No	
Noise (number of receptors)	167	180	140	257	149	NA
Managed Lands (number/acres)	2/54.8		3/57.1	1/1.3		0
Aboveground Historic Resources	2		2	4		0
Section 4(f) Use						
Public Parks, Recreation Areas, and Wildlife/ Waterfowl Refuges	1		1	0		0
Historic Property	1		2	1		0
Recognized Environmental Condition (REC) Sites	13		21	4		0
Prime and Unique Farmland and Farmland of Statewide Importance (acres)	84.9		46.2	382.7		0
Active Farmland (acres)	182.6		168.9	347.9		0
NATURAL RESOURCES						
Wetlands (number/acres)	18/55.4		17/35.1	7/17.6		0
Streams (number/linear feet)						
Perennial	5/1,799		5/1,556	3/1,608		0
Intermittent	3/790		2/511	1/683		0
Ephemeral	39/20,886		37/19,085	49/16,036		0
Total	47/23,475		44/21,152	53/18,327		0
Open Water (number/acres)	6/9.6		3/2.8	1/12.7		0
Wellhead Protection Areas	2		2	0		0
Floodplain (acres)	105		89	190		0
Floodway (acres)	149		120	88		0
Forested Habitat	96.8		71.2	45.8		0

IMPACT CATEGORY	WEST ALTERNATIVE 1	WEST ALTERNATIVE 2	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	NO BUILD ALTERNATIVE
DESIGN/COSTS				
Length (miles)				
New Interstate	8.2	8.1	8.4	0
Existing US 41	2.9	2.9	2.8	0
Total	11.1	11.0	11.2	0
Cost (in millions, year of expenditure)				
Design, Approvals, Right of Way, Mitigation, Procurement, Construction Inspection ²	\$312	\$352	\$200	\$17
Construction	\$1,245	\$1,221	\$1,062	\$0
Roadway/Bridge Operations and Maintenance (35 years)	\$252 ³	\$107	\$234 ³	\$293
Total	\$1,810	\$1,680	\$1,497	\$310
Potential Toll Revenue (in millions, year of collection)	\$1,100 – \$2,900	\$2,600	\$1,200 (1B) – \$2,600 (1A)	\$0

¹ Comparing traffic volumes and LOS under each of the build alternatives and with both tolling scenarios, all the alternatives would reduce traffic volumes and improve LOS on US 41 as compared with the No Build alternative, even with the removal of one or both of the US 41 bridges. Therefore, the EJ analysis did not identify any disproportionately high and adverse traffic related impacts to EJ populations.

² Each of the alternatives, including the No Build Alternative, includes costs associated with the completion of the NEPA process.

³ Includes the remaining US 41 bridge.

MEETING SUMMARY

Date: May 11, 2021

Time: 1:30 PM ET – 3:00 PM ET

Meeting: I-69 ORX Interagency Advisory Committee (IAC) Meeting #5

Location: Virtual (via Zoom)

1. Welcome and Introductions

- a. The meeting began at 1:35 p.m.
- b. Dan Prevost welcomed everyone and thanked them for participating.
- c. They read through the list of participants (see last page).

2. Project Overview

- a. Indiana and Kentucky's progress on I-69:
 - i. The ORX project represents a missing connection in a much larger corridor.
 - ii. I-69 will eventually stretch from Mexico to Canada.
 - iii. In Kentucky, more than 100 miles of parkway have been upgraded to interstate standards giving Kentucky 126 miles of I-69, from Mayfield to Henderson.
 - iv. Indiana has completed 116 miles of I-69 from Evansville to Martinsville, with the last section – connecting to Indy – to be complete by 2024.
- b. Purpose and Need
 - i. The purpose and need has not changed since the DEIS.
 - ii. It's about completing the I-69 connection between Indiana and Kentucky.
 - iii. It is about developing a solution for long-term cross-river mobility for the region.
 - iv. We're also looking at reducing congestion and improving safety at the same time.
- c. Recent progress
 - i. We last met following publication of the DEIS a little over 2 years ago.
 - ii. The Project Team has been reviewing comments, refining the design, and developing a financial path forward that includes identifying a single preferred alternative.

d. DEIS

- i. There were two preferred alternatives – Central Alternative 1A and Central Alternative 1B.
- ii. The alignment was the same. The difference between the two was the tolling scenario.
 - 1) With Central Alternative 1A, both the new I-69 bridge and the remaining US 41 bridge would be tolled.
 - 2) With Central Alternative 1B, only the new I-69 bridge would be tolled.

e. Single preferred alternative

- i. We now have a single preferred alternative – Central Alternative 1B Modified, a modified version of Central Alternative 1B.
- ii. The I-69 alignment has not changed from the DEIS.
- iii. Like Central Alternative 1B, only the new I-69 crossing would be tolled.
- iv. It is called “modified” due to design refinements, primarily at the project’s interchanges.
- v. The refinements were included to address comments received, improve operations, and reduce project costs, making the project more financially feasible.

f. Basis for selection

- i. It meets the region’s long-term cross river mobility needs while being fiscally responsible.
- ii. It reduces economic impact on businesses in the US 41 corridor.
- iii. It provides local drivers with a free crossing option via the US 41 corridor.

3. ORX Sections 1 and 2

a. Section 1

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

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

4. Interchange Refinements

- a. Kentucky 351 – The DEIS identified very minor changes at KY 351. The Project Team has been collaborating with the City of Henderson and is proposing more substantial changes.
 - i. The loop ramp for northbound US 41 will be removed. There will be three roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection.
 - ii. It improves safety for vehicles and pedestrians and the reliability of interchange. The project team has been collaborating with the Henderson County Schools on this design.
 - iii. The direct ramps to KY 2084 south of the interchange will be closed to improve safety. The distance between the KY 2084 and KY 351 ramps was not long enough to meet interstate standards. Traffic will be routed to KY 351 or KY 425.
 - iv. It provides gateway opportunities for the City of Henderson. Several streetscape elements will be added to improve the aesthetics of this area.
 - v. A flyover video of the interchange was shared.
- b. US 41 Interchange
 - i. As part of Section 1 construction, both ramps have been designed as two-lane, free-flow ramps.
 - 1) Direct, free-flow access to the US 41 commercial corridor will be maintained until Section 2 construction is complete.
 - 2) Kimsey Lane will be realigned. It will connect to Van Wyk Road, which will be reconstructed as a rural roadway.
 - 3) Merrill Way Trail will be extended beyond Kimsey Lane and extended parallel down to Van Wyk Road.
 - ii. As part of Section 2 construction, the interchange will be realigned to support development goals for the City of Henderson. There will be a local connection to Kimsey Lane to the east, providing interstate connection to an area that currently has none.
- c. US 60 Interchange – There are very modest changes.

- i. Continues to provide access to eastern part of Henderson County via a better connection to I-69. Ramps on the east side have been designed closer to the interchange.
 - ii. Extends 5-lane urban roadway through the interchange and across the new bridge over CSX Railroad as it is on Wathen Lane.
 - iii. Improves access to northeast quadrant of the interchange and Tillman Bethel Road.
- d. Detention Basin – Approximately 175 acres will meet three needs:
 - i. It will address project stormwater needs.
 - ii. It will provide fill material for construction.
 - iii. It will help alleviate existing flooding issues downstream of the project area.
- e. Veterans Memorial Parkway
 - i. The current concept provides a more direct connection for traffic from the west and continuing on I-69 north. The 1-mile loop ramp would be replaced with a signalized intersection for two ramps at northbound I-69 toward downtown, reducing overall travel time.
 - ii. Because it's a floodway, those ramps would have been bridges. This reduces impacts to the floodway and is more cost-effective.

5. Recap of Previous IAC Meetings

- a. IAC Meeting #1 (April 12, 2017) – Project purpose and need, range of alternatives, and environmental methods and issues
- b. IAC Meeting #2 (July 20, 2017) – Screening Report results
- c. February 22, 2018 – Screening Report Supplement sent to IAC members
- d. IAC Meeting #3 (May 24, 2018) – Field Tour
- e. IAC Meeting #4 (January 12, 2019) – Identification of Preferred Alternative
- f. IAC Meeting #4 Supplement (February 12, 2019) – Needed due to government shutdown during previous meeting

6. Summary of Comments Received on the DEIS

- a. Public hearings were held Jan. 7, 2019, in Henderson and Jan. 8, 2019, in Evansville.
- b. The comment period on the DEIS ran from Dec. 14, 2018, to Feb. 8, 2019.
 - i. Federal agencies – 6 commenters
 - ii. State agencies – 8 commenters
 - iii. Local government- 1 commenter
 - iv. Organizations – 14 commenters
 - v. Businesses – 23 commenters
 - vi. Residents/individuals – 238 commenters
 - vii. Total – 290 comments
- c. Most people:

- i. Agreed with selection of Central Alternative 1 corridor over West Alternative corridors
- ii. Supported keeping US 41 crossing toll free
- d. Many people:
 - i. Supported keeping both US 41 bridges operational and toll free
 - ii. Supported limitations on trucks on US 41
 - iii. Suggested a discounted or toll-free option for local drivers
- e. Agency comments on the DEIS
 - i. Received comments from 12 federal and state agencies that are IAC members
 - ii. Considered during identification of the single preferred alternative/selected alternative
 - iii. Resulted in information added to the FEIS, such as:
 - 1) Clarifications
 - 2) Impacts by state for WOTUS
 - 3) Recommended mitigations and commitments for future phases of the project

7. Environmental Studies Since the DEIS

- a. Threatened and Endangered Species
 - i. Mussel Survey (Oct.-Nov. 2018) – No threatened/endangered mussels found.
 - ii. Biological Assessment (September 2020) – Of 13 mussels, three bats, and one bird species, determination of “may affect, but not likely to adversely affect” three mussels for consultation.
 - iii. Section 7 Consultation/Biological Opinion (December 2020) – “Project is not likely to jeopardize the continued existence of the species that were identified to be potentially affected or adversely effected by the project.”
 - iv. Conservation measures are included as project commitments.
- b. Waters of the US/Wetlands and Streams
 - i. Survey for Central Alternative 1A/1B (2018-2019)
 - ii. Survey for Central Alternative 1B Modified (2021)
 - 1) For areas outside of original survey based on design modifications
 - 2) Re-evaluated streams in Kentucky based on the final Navigable Waters Protection Rule (USEPA & USACE)
 - 3) Site visit with USACE scheduled for May 19, 2021
- c. Cultural Resources
 - i. APE expansion at the US 41 interchange (2019): Additional History/Architecture Survey for Henderson, Henderson County, Kentucky
 - ii. Phase 1/Phase 1a archaeological surveys (2019 – 2020)
 - iii. Addendum Report for Historical WPA Quarry (2020) in Kentucky
 - iv. Ongoing – Finding of Effect and Addendum 36 CFR 800.11(e) and Section 106 Memorandum of Agreement to resolve adverse effects
 - v. Consulting party meeting May 6, 2021

8. Summary of Environmental Impacts**a. Relocations/Right of Way**

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Relocations		
Residential (units)	3	2
Commercial (units)	0	0
Farm Building	0	0
Places of Worship	0	0
Total Relocations	3	2
New Right-of-Way (acres)	420	631

b. Section 4(f)/Section 106

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Section 4(f) Use		
Public Parks, Recreation Areas, and Wildlife/ Waterfowl Refuges	0	0
Historic Property	1	1
Aboveground Historic Resources	4	4

c. REC/Farmland

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Recognized Environmental Condition (REC) Sites	4	4
Farmland(acres)	398.5	605.5
Prime and Unique Farmland and Farmland of Statewide Importance (acres)	360.8	539.7

d. Noise/Environmental Justice

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)		CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
	With US 41 Tolls (1A)	Without US 41 Tolls (1B)	Without US 41 Bridge Tolls
Will Tolls Likely Cause Environmental Justice Disproportionate and Adverse Effects?	Yes	No	No
Noise (number of receptors)	257	149	185

e. Habitat and Managed Lands

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Forested Habitat	45.8	52.5
Managed Lands (number/acres)	1 / 1.3	1 / 1.3

f. Waters of the US

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Wetlands (number/acres)	15/18.7	24/18.5
Streams (number/linear feet)		
Perennial	4/1,627	5/1,439
Intermittent	11/4,084	12/4,222
Ephemeral	43/14,226	56/19,628
Total	58/19,937	73/25,289
Open Water (number/acres)	1/12.7	1/6.3
Wellhead Protection Areas	0	0
Floodplain (acres)	190	286
Floodway (acres)	88	120

g. Cost and Revenue

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Cost (in millions, year of expenditure)		
Design, Approvals, ROW, Mitigation, Procurement, Construction Inspection	\$200	\$1,230 - \$1,275
Construction	\$1,062	
Roadway/Bridge O&M (35 years)	\$234	\$214
Total	\$1,497	\$1,444 - \$1,489
Potential toll revenue (in millions, year of collection)	\$1,200 (1B) - \$2,600 (1A)	\$1,900

9. Next Steps

- The FEIS will be published identifying the preferred alternative.
- The ROD is Federal Highway Administration's approval of the selected alternative.

10. Comment Period

- The agency comment period runs through June 1, 2021.
- Comments can be received by phone, email and by mail.

11. Questions and Discussion

Q: Where are the increased forest impacts?

A: They are primarily at the northern end of the project near the interchange with the Veterans Memorial Parkway.

Q: What is the expected life of the existing US 41 proposed northbound bridge?

A: There has been some recent work on it through Fix for 41. As part of the DEIS, we identified 35 years as its anticipated remaining life.

Q: Will FHWA solicit public/agency comments on the combined FEIS/ROD?

A: No.

Q: Are the residential relocations single family residences?

A: Yes, all three are single family residences.

Q: Is the rehabilitation cost to the US 41 bridge part of I-69 costs?

A: Yes, a portion of it is (\$234 million). This would include painting.

Q: Is this the last opportunity to comment on this project?

A: Yes. This follows the standard FHWA protocol.

Q: How do Henderson/Evansville bicyclists get across the Ohio River now?

A: They are permitted to use the US 41 bridges and they would be permitted to do so in the future. The Project Team reached out to Henderson County and City of Henderson to see if they wanted to take ownership of the southbound bridge. As part of the Section 106 process, we will be marketing that bridge again through the historic bridge programmatic process.

Q: Does the FEIS address bike/ped safety when they use the existing US 41 bridge?

A: Both states looked at adding a bike/pedestrian lane to the existing structure, but because of the bridge type, it would have to be cantilevered to the outside of the truss, which is very expensive. The FEIS will address that they can continue to use the US 41 bridge in the future.

Q: Please elaborate on stormwater/roadway/bridge drainage management. Where are the detention basins currently proposed?

A: There are two near the US 41 interchange as discussed earlier. There are no others proposed right now, although all stormwater and drainage management guidelines will be adhered to.

Q: Did you receive any tribal concerns?

A: No, not from the federally acknowledged tribes. Archaeological sites have not been identified in Indiana yet, but might be when archaeology is done later in the floodplains. That will be after the ROD.

Q: Will there be work within the Ohio River?

A: Not in Section 1. In Section 2, it will be impacted when the bridge is constructed. Three or four piers will be located in the Ohio River. The team worked with the US Coast Guard, including coordination with Seaman's Church Institute. Two navigation span options were found to be acceptable (650 foot or 800-850 foot). The entire river cannot be spanned. Section 7 consultation included work with the US Fish and Wildlife Service regarding mussels. We also conducted remote sensing for historic resources that will result in additional investigation with divers.

Q: Are there draft plans at I-69 and Veterans?

A: An Interchange Access Document is still being developed. A footprint of the interchange will be provided after this meeting. If there are substantial changes, a supplemental document will be prepared. It will also be reflected in the permit application. 2025-2026 is the timeline for construction of that interchange.

Q: Do Indiana and Kentucky have “statewide standards” addressing requirements for design, construction and operation for dealing with extreme precipitation events?

A: Yes, it’s based on historical data to address large precipitation events. It’s based on a 100-year storm and a couple feet of freeboard are typically provided above that water level.

Q: Most archaeological phase 1 surveys are finished in Kentucky except for deep testing. Is that report available?

A: Those are available through INDOT’s InScope System. Shaun Miller will share the login information. Consultation will be ongoing as additional archaeological testing is conducted.

Q: Please send the footprint of interchange in the Eagle Creek floodplain area to IDNR as well.

Q: Did you say the detention basins are about 150 acres? Only in Kentucky?

A: Yes, there are two connected basins. One is about 50 acres and one is about 100 acres. Yes. Everything north of the river in Indiana is floodway; it’s about two miles of interstate and the interchange in Indiana.

Q: The Section 408 permit from the Corps would be needed if federal properties would be impacted by the project, including temporary haul roads crossing levies, etc. The 408 permit must be obtained before the Section 404/10 permit would be issued.

A: The only potential relevant structure is the levee on the Indiana side. I-69 functions as a levee there. Because it moves north of the proposed alignment, we do not anticipate affecting the levee.

Q: Is there roadway pavement that can be used to treat/deal with some of the stormwater drainage? There was a recent study in North Carolina that may address that.

A: We will follow up with that answer.

Q: I assume this is a suspension bridge, how long are the bridge and approaches on the Kentucky & Indiana sides?

A: There are several bridge types that are viable: Tied arch, cable stayed and concrete beam. None of these has been ruled out or selected. It will likely be the most cost-effective structure type.

Q: Will there be a Supplemental EIS when Section 2 becomes active or a funding source is found?

A: If it is available soon, there may be no documentation required. If more than three years passes between the ROD and re-initiation, there would be. So that's unknown for now.

12. Closing Remarks/Adjourn

- a. Michelle Allen and Laura Hilden thanked everyone for their time and participation.
- a. Agencies can expect to see the FEIS and ROD in August or September.
- b. Reminder: Agency comments are due June 1, 2021.

Attendees:

Agencies:

Louanna Aldridge	KDEP
Tina Blancett	USFWS
Matthew Bussler	Pokagon Tribe
Neil Cash	Army Corps
Norma Condra	Army Corps
Phil DeGarmo	USFWS
Danny Gautier	IDNR
Anthony Maietta	EPA
Diane Hunter	Miami Tribe
Michael Johnson	USFWS
Pearlis Johnson	FAA
Ntale Kajumba	EPA
Nicole Konkol	Ky. Heritage Council
Virginia Laszewski	EPA

Beth McCord	IDNR
Robin McWilliams-Munson	USFWS
John Poore	Ky. Div. Waste Mgmt.
Shyamala Raman	IDEM
Jason Randolph	IDEM
Seyed Shokouhzadeh	Evansville MPO
Chad Slider	IDNR
Wade Tharp	IDNR
Kim Vedder	IDEM
Samantha Vogeler	KDOW
David Williams	Ky. Geological Survey
Matt Yagle	Ky. Heritage Council
Stephen Yerka	Cherokee Tribe

Project Team:

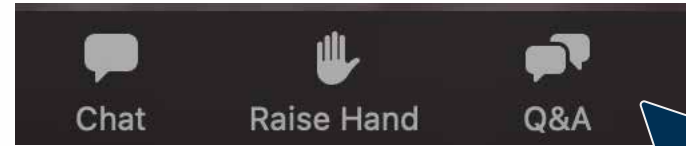
Josh Adams	Stantec
Brian Aldridge	Stantec
Michelle Allen	FHWA-IN
Ted Boling	Perkins Coie
Kari Carmany-George	FHWA-IN
Danny Corbin	INDOT
Berry Craig	C2 Strategic
Doug Dawson	KYTC
Andy Dietrick	INDOT
Tim Foreman	KYTC
Cory Grayburn	Parsons
Laura Hilden	INDOT
Mary Kennedy	INDOT

Jenny Kleinman	Parsons
Joiner Lagpacan	FHWA-KY
Jonna Wallace Mabelitini	KYTC
Shaun Miller	INDOT
Mindy Peterson	C2 Strategic
Erin Pipkin	Compass
Jim Poturalski	INDOT
Dan Prevost	Parsons
Eric Rothermel	FHWA-KY
Jacob Taylor	KYTC
Gary Valentine	KYTC
David Whitworth	FHWA-KY



Welcome

- We have muted everyone to start
- During the presentation, use the Q&A function in the black bar to submit a question or make a comment
- Questions or comments can be entered at any time during the presentation
- Q&A and open discussion will follow the presentation
- All comments and questions will be part of the official record and included in the Final Environmental Impact Statement



Bottom of your screen

I-69 OHIO RIVER CROSSING

Interagency Advisory Committee

Dan Prevost, I-69 ORX Environmental Lead





Project Update

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



OVERVIEW



I-69: KY and IN Progress



KENTUCKY INVESTMENT

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

Mayfield to Henderson



INDIANA INVESTMENT

Miles complete: 116

Evansville to Martinsville

Miles under construction: 26

Martinsville to Indy



Purpose and Need

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

PURPOSE OF THE CROSSING



Improve Safety



Reduce Congestion



Improve Mobility



What's Been Happening

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



Where We Were

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



Single Preferred Alternative

Central Alternative 1B Modified

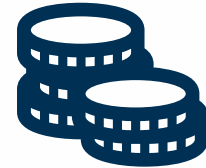
- 11.2 miles of new interstate
 - 8.4 miles on new terrain
 - 2.8 miles of upgrades to US 41
- “Modified” because of changes to interchanges
- Additional design work has resulted in modifications to each of the interchanges
 - Improved operations
 - Reduced project costs





Basis for Selection

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



I-69 ORX SECTIONS 1 AND 2

ORX is divided into two sections for construction



I-69 ORX Section 1

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



I-69 ORX Section 2

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





Project Timeline

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

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

INTERCHANGE REFINEMENTS



KY 351 Interchange

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



US 41 Interchange (Section 1)



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

US 41 Interchange (Section 2)



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

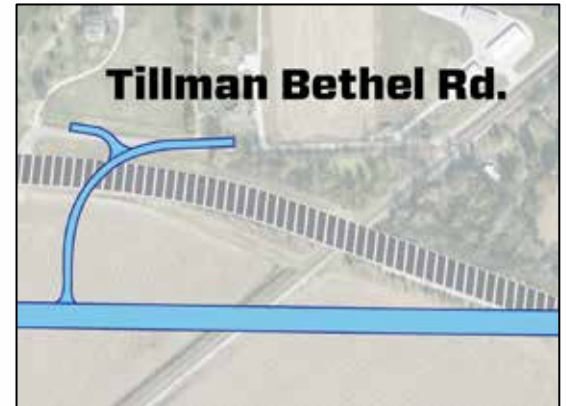
Detention Basin

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



US 60 Interchange

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



Veterans Memorial Parkway Interchange

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



RECAP OF PREVIOUS IAC MEETING





Recap of Previous IAC Meetings

- IAC Meeting #1 (April 12, 2017) – Project purpose and need, range of alternatives, and environmental methods and issues
- IAC Meeting #2 (July 20, 2017) – Screening Report results
- February 22, 2018 – Screening Report Supplement sent to IAC members
- IAC Meeting #3 (May 24, 2018) – Field Tour
- IAC Meeting #4 (January 12, 2019) – Identification of Preferred Alternative
- IAC Meeting #4 Supplement (February 12, 2019) – Needed due to government shutdown during previous meeting

SUMMARY OF COMMENTS RECEIVED ON THE DEIS





Comments on DEIS

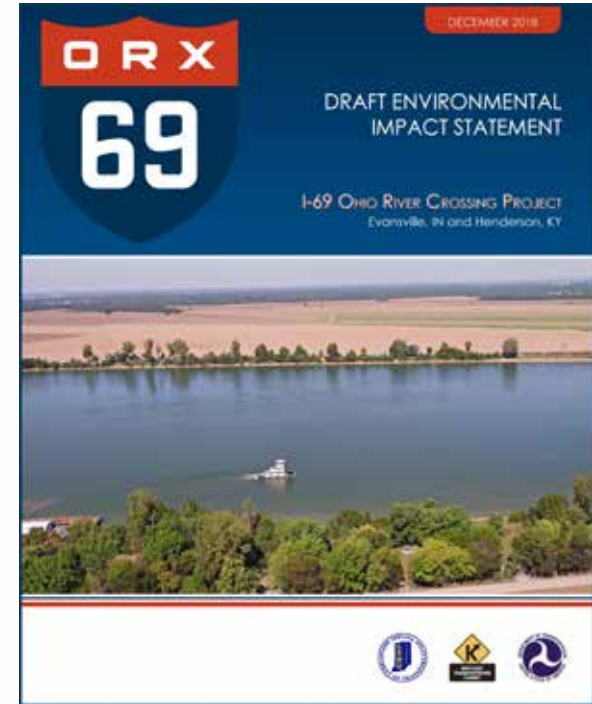
- Public hearings: January 7 (Henderson) and January 8 (Evansville), 2019
- Comment period for the DEIS: December 14, 2018 through February 8, 2019

COMMENT TYPE	NO. OF COMMENTERS
Federal Agencies	6
State Agencies	8
Local Government	1
Organizations	14
Businesses	23
Residents/Individuals	238
Total	290



Public Comments on DEIS

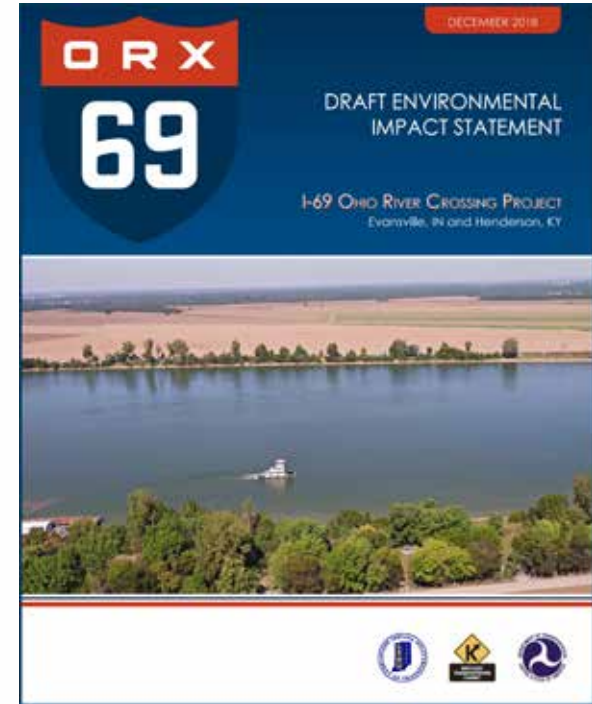
- Most people:
 - Agreed with Selection of Central Alternative 1 corridor over West Alternative corridors
 - Supported keeping US 41 crossing toll free
- Many people:
 - Supported keeping both US 41 bridges operational and toll free
 - Supported limitations on trucks on US 41
 - Suggested a discounted or toll-free option for local drivers





Agency Comments on DEIS

- Received comments from 12 federal and state agencies that are IAC members
- Considered during identification of the Single Preferred Alternative/Selected Alternative
- Resulted in additional information added to the FEIS, such as:
 - Clarifications
 - Impacts by state for WOTUS
 - Recommended mitigations and commitments for future phases of the project



ENVIRONMENTAL STUDIES SINCE THE DEIS



Environmental Studies Since the DEIS

Threatened and Endangered Species

- Mussel Survey (October-November 2018) – No threatened/endangered mussels found
- Biological Assessment (September 2020) – Of 13 mussels, three bats, and one bird species, determination of *“may affect, but not likely to adversely effect”* three mussels for consultation
- Section 7 Consultation/Biological Opinion (December 2020) – *“Project is not likely to jeopardize the continued existence of the species that were identified to be potentially affected or adversely effected by the project”*
- Conservation measures are included as project commitments



Environmental Studies Since the DEIS

Waters of the US / Wetlands and Streams

- Survey for Central Alternative 1A/1B (2018-2019)
- Survey for Central Alternative 1B Modified (2021)
 - For areas outside of original survey based on design modifications
 - Re-evaluated streams in Kentucky based on the final Navigable Waters Protection Rule (USEPA & USACE)
 - Site visit with USACE scheduled for May 19th



Environmental Studies Since the DEIS

Cultural Resources

- APE expansion at the US 41 interchange (2019): Additional History/Architecture Survey for Henderson, Henderson County, Kentucky
- Phase 1/Phase 1a archaeological surveys (2019 – 2020)
- Addendum Report for Historical WPA Quarry (2020) in Kentucky
- Ongoing – Finding of Effect and Addendum 36 CFR 800.11(e) and Section 106 Memorandum of Agreement to resolve adverse effects
- Consulting Party meeting May 6, 2021



SUMMARY OF ENVIRONMENTAL IMPACTS





Impact Summary – Relocations/ROW

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Relocations		
Residential (units)	3	2
Commercial (units)	0	0
Farm Building	0	0
Places of Worship	0	0
Total Relocations	3	2
New Right-of-Way (acres)	420	631



Impact Summary – Sec 4(f) / Sec 106

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Section 4(f) Use		
Public Parks, Recreation Areas, and Wildlife/ Waterfowl Refuges	0	0
Historic Property	1	1
Aboveground Historic Resources	4	4



Impact Summary – REC / Farmland

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A AND 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Recognized Environmental Condition (REC) Sites	4	4
Farmland(acres)	398.5	605.5
Prime and Unique Farmland and Farmland of Statewide Importance (acres)	360.8	539.7



Impact Summary – Noise / EJ

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)		CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
	With US 41 Tolls (1A)	Without US 41 Tolls (1B)	Without US 41 Bridge Tolls
Will Tolls Likely Cause Environmental Justice Disproportionate and Adverse Effects?	Yes	No	No
Noise (number of receptors)	257	149	185



Impact Summary – Habitat / Managed Lands

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Forested Habitat	45.8	52.5
Managed Lands (number/acres)	1 / 1.3	1 / 1.3



Impact Summary – Waters of the US

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Wetlands (number/acres)	15/18.7	24/18.5
Streams (number/linear feet)		
Perennial	4/1,627	5/1,439
Intermittent	11/4,084	12/4,222
Ephemeral	43/14,226	56/19,628
Total	58/19,937	73/25,289



Impact Summary – Waters of the US

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Open Water (number/acres)	1 / 12.7	1/6.3
Wellhead Protection Areas	0	0
Floodplain (acres)	190	286
Floodway (acres)	88	120



Impact Summary – Cost & Revenue

IMPACT CATEGORY	CENTRAL ALTERNATIVES 1A and 1B (PREFERRED)	CENTRAL ALTERNATIVE 1B MODIFIED (SELECTED)
Cost (in millions, year of expenditure)		
Design, Approvals, ROW, Mitigation, Procurement, Construction Inspection	\$200	\$1,230 - \$1,275
Construction	\$1,062	
Roadway/Bridge O&M (35 years)	\$234	\$214
Total	\$1,497	\$1,444 - \$1,489
Potential toll revenue (in millions, year of collection)	\$1,200 (1B) - \$2,600 (1A)	\$1,900

NEXT STEPS





Next Steps

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

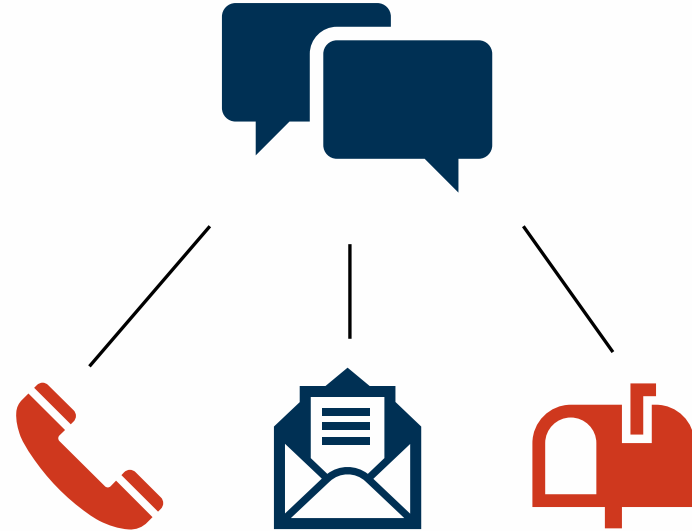


COMMENT PERIOD



Comment Period

- Comments are being accepted on the single preferred alternative, Central Alternative 1B Modified
- Agency comment period runs through **June 1, 2021**
- Comments can be received by phone, by email and by mail
- Comments received during this meeting are part of the record





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OHIO RIVER CROSSING

