

APPENDIX H-8

Local Agency Correspondence

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I-69 Ohio River Crossing

The Evansville-Vanderburgh County Area Plan Commission has the following comments on the three proposed alternatives for the I-69 Ohio River crossing. We are structuring our comments as follows: land use; access; utilities; drainage; and other factors for consideration.

Land Use

Direct Impacts

West Alternative 1 & 2 would take/relocate the existing retail commercial use on the northwest corner of U.S.41 and Waterworks Road and impact some of the agricultural use on the adjacent land west of U.S. 41.

Central Alternative 1 would take the existing agricultural use of the land within the footprint of this route.

The Future Land Use Map in the Evansville –Vanderburgh County Comprehensive Plan 2035 recommends the proposed I-69 corridor alternatives for Agricultural uses, with the exception of the commercial use at the northwest corner of U.S.41 and Waterworks Road. The area south of the Evansville city limits is not likely to develop in the future due to the following constraints – floodplain/floodway, lack of water and sewer utilities, and limited access.

Indirect Impacts/Growth Potentials

West Alternative 1 & 2 could present a redevelopment opportunity in the commercial area along South Kentucky Avenue north of Veteran's Memorial Parkway.

Central Alternative 1 could improve possibilities for growth in the partially developed Carneal Commercial and Riverwind Pointe commercial subdivisions along Green River Road just north of I-69. The Green River Road interchange will be the first opportunity for northbound traffic to exit I-69 in Indiana.

Access

West Alternative 1 does not present any access concerns because it would provide both Waterworks Road and U.S. 41 (proposed 2-lane for local traffic) access to Ellis Park and to the northwest toward Evansville and Shawnee Drive, as well as to the north on the local road to Evansville.

West Alternative 2 flyover video shows a Waterworks Road overpass continuing to allow Evansville traffic access to Ellis Park from that road, but without the north/south road for local traffic resulting in somewhat more limited access.

The Evansville-Vanderburgh County Area Plan Commission prefers the alternatives that keep one of the existing bridges open for local traffic providing better access to adjacent properties. When accidents or other emergencies happen and a bridge is temporarily shut down, a second bridge still provides a route open to traffic. If this project results in only one bridge, there is no alternative river crossing in the region when that bridge is closed to traffic.

Utilities

Neither the Comprehensive Plan nor the plans of the Evansville Water and Sewer Department anticipate extension of public utilities south of the existing City limits.

Drainage

With all three alternatives there are 2 concerns that need to be addressed – the Ohio River Floodplain/Floodway; and Eagle Slough, a County Legal Drain, which is parallel to and south of I-69 between U.S. 41 and Green River Road. For more information about Eagle Slough contact Jeff Mueller, Vanderburgh County Surveyor, (812) 435-5210, jmueller@vanderburghsurveyor.com

Other Factors For Consideration

Proposed Greenway Route-- All three alternatives would cross over the historical planned route for the Greenway from downtown to Angel Mounds that is more or less parallel south of I-69. There is an executed Shared Use Agreement with INDOT allowing the trail to use the I-69 right-of-way. The Agreement expires in 2021, but it most assuredly will be requested by the City to be extended again at that time. Although funding has not yet been appropriated to implement this segment of our Greenway, this route has been included in the following local plans:

Pigeon Creek Greenway Passage Master Plan – 1994;
Evansville Parks Master Plan;
Evansville Master Plan for Bicycle and Pedestrian Facilities, 2015; and
Evansville-Vanderburgh County Comprehensive Plan 2015--2035.

However, the Evansville-Vanderburgh County Area Plan Commission requests that the I-69 bridge crossing project be designed to allow for the Greenway Trail to be constructed underneath. This is an important regional trail route in that it is planned to connect with a trail in Warrick County that will eventually tie into the Town of Newburgh's existing trail. On the national level, these connected trails would become part of the American Discovery Trail, and would connect to the completed portion (7-miles) of the existing greenway in Evansville which is designated as a National Recreation Trail.

Bicycle/Pedestrian River Crossing-- The Evansville-Vanderburgh County Area Plan Commission also requests that consideration be given to incorporating Bicycle and Pedestrian accommodations into the bridge crossing project. This would allow an interstate, and regional connection between Evansville and Henderson for alternative modes of travel. With the magnitude of the bridge crossing project, now is the time to thoroughly explore the possibilities of also providing a bike/ped Ohio River crossing. Not to do so would be negligent of our duties to the citizens of the region.

Local contacts that could be helpful-- All three alternatives connect to the existing I-69 that sits atop a U.S. Army Corps of Engineers certified levee. For more local information about the levee contact:

Jay Perry, Levee Authority Superintendent, (812) 435-6137, jperry@evansville.in.gov.

All three alternatives will impact the Public Safety service providers in the City & County. Their contact information is:

Chief Connelly, Evansville Fire Department, (812) 436-4413,
Cconnelly@evansvillefiredepartment.com;

Sheriff Dave Wedding, Vanderburgh County Sheriff's Office, (812) 421-6200,
dwedding@vanderburghsheriff.com

West Alternative 1 & 2 are adjacent to the Eagle Slough Natural Area north of Waterworks Road, which is owned by the Sycamore Land Trust. Their contact information is:
(812) 336-5382, info@sycamorelandtrust.org.

Thank you for considering our comments/observations about the impact of the 3, I-69 Ohio River Crossing alternatives. If you have any further questions or need more information please contact me at (812) 435-5226 or rlondon@evansvilleapc.com

From: Oliver, Blaine <boliver@evansvilleapc.com>

Sent: Tuesday, February 20, 2018 6:13 PM

To: info@I69OhioRiverCrossing.com; JLemon@indot.in.gov; Prevost, Daniel
<Daniel.Prevost@parsons.com>

Cc: swincommunications@indot.in.gov; London, Ronald S. <rlondon@evansvilleapc.com>

Subject: I-69 Ohio River Crossing

The I-69 ORX Design & Environmental Team:

The Evansville-Vanderburgh County Area Plan Commission submits the attached comments for your consideration on the I-69 Ohio River Crossing alternatives. We hope our comments are helpful in evaluating the identified alternatives. Thanks for your consideration. Let us know if you have any questions.

Blaine Oliver

Assistant Director

Evansville-Vanderburgh Area Plan Commission

1 NW Martin Luther King Jr. Blvd.

Evansville, IN 47708

(812) 435-5226

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April 5, 2018

Honorable Lloyd Winnecke, Mayor
City of Evansville
1 NW Martin Luther King Jr. Blvd.
Civic Center Complex, Room 302
Evansville, IN 47708

RE: Adaptive Re-use of Existing US 41 Bridges

Dear Mayor Winnecke:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC), in 2017 reinitiated an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in Evansville, Indiana, and Henderson, Kentucky. The project area extends from I-69 south of Evansville (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyryle Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson (see attached map). The purpose of the project is to provide cross-river system linkage between I-69 in Indiana and I-69 in Kentucky that reduces traffic congestion and delays and improves safety for cross-river traffic.

Following a two-phase screening process that looked at a wide range of options, the project team has developed three build alternatives for evaluation in the EIS: West Alternative 1, West Alternative 2, and Central Alternative 1. West Alternative 1 and Central Alternative 1 would both build a new four-lane bridge to carry I-69, retain one of the existing US 41 bridges for local traffic, and remove the other US 41 bridge from service for traffic. West Alternative 2 would build a new 6-lane bridge to carry all cross-river traffic and remove both existing US 41 bridges from service for traffic. Because both US 41 bridges are either on or eligible for listing on the National Register of Historic Places (NRHP), the EIS must address federal regulations set forth in Section 106 of the National Historic Preservation Act (NHPA), as well as Section 4(f) of the Department of Transportation Act. Section 4(f) requires federal agencies to assess a

EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715
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HENDERSON PROJECT OFFICE

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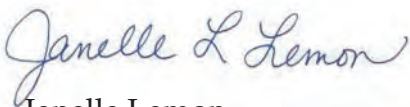


project's impacts to historic properties and determine if any feasible or prudent alternatives exist to avoid or minimize harm to historic resources.

As part of our efforts to identify alternatives that would avoid or minimize harm to the US 41 bridges, we are reaching out to the City of Henderson and Henderson County to identify their interest in the potential re-use of one or both US 41 bridges for other uses. The team has received some feedback from the public and agencies suggesting that it would be desirable to repurpose these bridges in their current locations for bike or pedestrian use. Any local government or group which may be interested in using the bridge(s) for this purpose would need to accept title to (ownership of) the bridge(s) and accept all future legal, financial, maintenance, and inspection responsibility for the bridge(s). Because the bridge is located entirely within the Commonwealth of Kentucky, it is preferable to that a Kentucky jurisdiction be responsible for ownership. Therefore, we have sent letters to Henderson Mayor Steve Austin and Henderson County Judge/Executive Brad Schneider to inform them of this process and to start the conversation with them. We have asked each of them to reply within 30 days if they are interested in discussing this further. A letter similar to this one is also being sent to Vanderburgh County Commission President Bruce Ungethiem. If the City of Evansville has an interest in supporting the re-use of one or both of the existing bridges, I encourage you to reach out to Mayor Austin and/or Judge Schneider.

If you have any questions, you can contact me by telephone at 812-887-6215 or by email at JLemon@indot.in.gov.

Sincerely,



Janelle Lemon

INDOT Project Manager

cc: Seyed Shokouhzadeh, Evansville Metropolitan Planning Organization

Attachment

EVANSVILLE PROJECT OFFICE

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

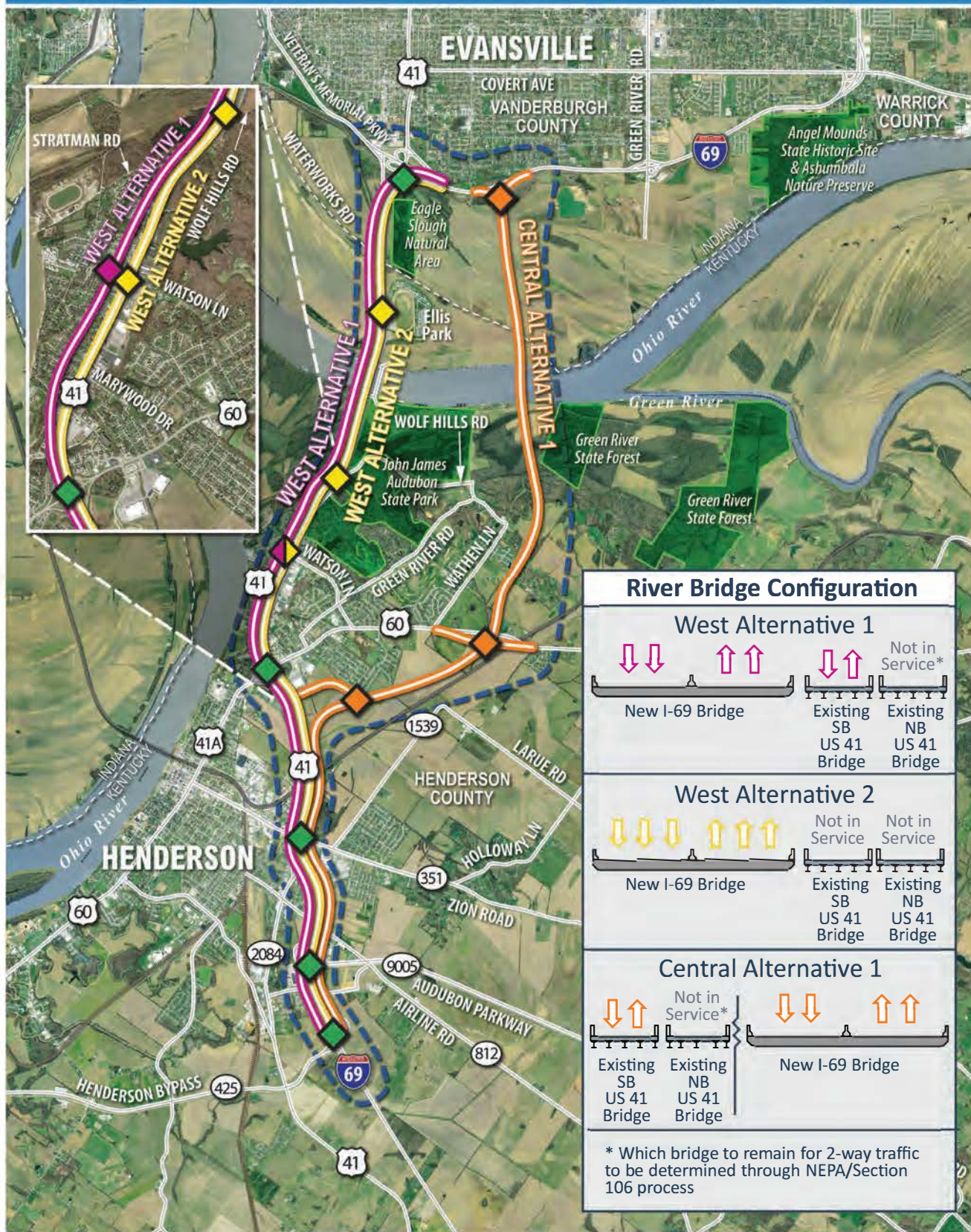
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- Proposed West Alternative 1 Interchange
- Proposed West Alternative 2 Interchange
- Proposed West Alternatives 1 & 2 Interchange
- Proposed Central Alternative 1 Interchange
- Existing Interchange to Remain
- DEIS Project Area





April 5, 2018

Honorable Bruce Ungethiem, President
Vanderburgh County Commission
Civic Center Complex, Room 305
1 NW Martin Luther King, Jr. Blvd.
Evansville, IN 47708

RE: Adaptive Re-use of Existing US 41 Bridges

Dear Commissioner Ungethiem:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC), in 2017 reinitiated an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in Evansville, Indiana, and Henderson, Kentucky. The project area extends from I-69 south of Evansville (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyryle Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson (see attached map). The purpose of the project is to provide cross-river system linkage between I-69 in Indiana and I-69 in Kentucky that reduces traffic congestion and delays and improves safety for cross-river traffic.

Following a two-phase screening process that looked at a wide range of options, the project team has developed three build alternatives for evaluation in the EIS: West Alternative 1, West Alternative 2, and Central Alternative 1. West Alternative 1 and Central Alternative 1 would both build a new four-lane bridge to carry I-69, retain one of the existing US 41 bridges for local traffic, and remove the other US 41 bridge from service for traffic. West Alternative 2 would build a new 6-lane bridge to carry all cross-river traffic and remove both existing US 41 bridges from service for traffic. Because both US 41 bridges are either on or eligible for listing on the National Register of Historic Places (NRHP), the EIS must address federal regulations set forth in Section 106 of the National Historic Preservation Act (NHPA), as well as Section 4(f) of the Department of Transportation Act. Section 4(f) requires federal agencies to assess a project's impacts to historic properties and determine if any feasible or prudent alternatives exist to avoid or minimize harm to historic resources.

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As part of our efforts to identify alternatives that would avoid or minimize harm to the US 41 bridges, we are reaching out to the City of Henderson and Henderson County to identify their interest in the potential re-use of one or both US 41 bridges for other uses. The team has received some feedback from the public and agencies suggesting that it would be desirable to repurpose these bridges in their current locations for bike or pedestrian use. Any local government or group which may be interested in using the bridge(s) for this purpose would need to accept title to (ownership of) the bridge(s) and accept all future legal, financial, maintenance, and inspection responsibility for the bridge(s). Because the bridge is located entirely within the Commonwealth of Kentucky, it is preferable to that a Kentucky jurisdiction be responsible for ownership. Therefore, we have sent letters to Henderson Mayor Steve Austin and Henderson County Judge/Executive Brad Schneider to inform them of this process and to start the conversation with them. We have asked each of them to reply within 30 days if they are interested in discussing this further. A letter similar to this one is also being sent to Evansville Mayor Lloyd Winnecke. If Vanderburgh County has an interest in supporting the re-use of one or both of the existing bridges, I encourage you to reach out to Mayor Austin and/or Judge Schneider.

If you have any questions, you can contact me by telephone at 812-887-6215 or by email at JLemon@indot.in.gov.

Sincerely,

Janelle Lemon
INDOT Project Manager

cc: Ben Shoulders, Vanderburgh County Commissioner
Cheryl Musgrave, Vanderburgh County Commissioner
Seyed Shokouhzadeh, Evansville Metropolitan Planning Organization

Attachment

[Attachment on H-8, page 3](#)

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From: [Nicaise, Steven](#)
To: bschneider@hendersonky.us
Cc: [Marshall Carrier \(Marshall.Carrier@ky.gov\)](mailto:Marshall.Carrier@ky.gov); [Gary Valentine \(gvalentine@ky.gov\)](mailto:gvalentine@ky.gov); [Lemon, Janelle](#); [Jim Poturalski \(jpoturalski@indot.in.gov\)](mailto:jpoturalski@indot.in.gov); [Prevost, Daniel](#)
Subject: I-69 ORX Letter Re: US 41 Bridges
Date: Wednesday, May 09, 2018 2:59:14 PM
Attachments: [20180405 LET MCarrier Henderson County re US 41 Bridges FINAL.pdf](#)
[image001.gif](#)

Judge Schneider,

As discussed, attached is a copy of the letter that we sent on April 5, 2018. If you would please respond either via email or hard copy formal letter indicating if the County of Henderson is interested in discussing the possible reuse and transfer of ownership for any bridge(s) that may be taken out of service for traffic as a result of the I-69 ORX project.

Respectfully,

Steven G. Nicaise, PE, PMP™

Vice President – Infrastructure, Civil/Structures

steven.nicaise@parsons.com - +1 502.653.6622 Mobile +1 502.439.1023

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April 5, 2018

Honorable Brad Schneider, Judge/Executive
Henderson County
20 North Main Street
Henderson, KY 42420

RE: Adaptive Re-use of Existing US 41 Bridges

Dear Judge Schneider:

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We have sent a similar letter to Steve Austin, City of Henderson Mayor. Because the bridge is located entirely within the Commonwealth of Kentucky, it is preferable that a Kentucky jurisdiction would take ownership. However, we have also sent letters to Evansville Mayor Lloyd Winnecke and Vanderburgh County Commission President Bruce Ungethiem to inform them of the process and encourage them to reach out to the City of Henderson or Henderson County if they are interested in supporting this effort in some way.

If you are interested in discussing this idea further with our project team, please contact me within 30 days and I will set up a time to meet. You can contact me by telephone at 502-545-8254 or by email at Marshall.Carrier@ky.gov. I look forward to hearing from you.

Sincerely,



Marshall Carrier, P.E.
KYTC Project Manager

cc: Janelle Lemon, INDOT
Seyed Shokouhzadeh, Evansville Metropolitan Planning Organization

Attachment

[Attachment on H-8, page 3](#)

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

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

April 17, 2018

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

RE: I-69 Bridge over Ohio River

Dear Ms. Lemon,

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

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

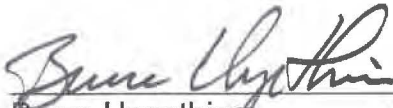
The Board Commissioners of Vanderburgh County would like to see the refurbished or newly built bridge(s) servicing the traffic currently carried by the US Highway 41 bridges include a 10 foot trail lane on both sides of the bridge for both pedestrians, cyclists and non-vehicular traffic. We would ask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

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

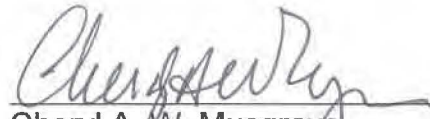
If you have any questions regarding the above, please do not hesitate to contact us.

Thank you.

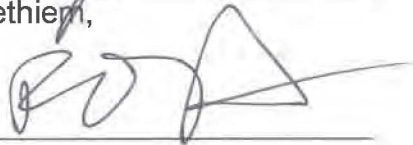
Sincerely,



Bruce Ungethien,
President



Cheryl A. W. Musgrave,
Vice-President



Ben Shoulders,
Member



PIL 0692

PUBLIC INQUIRY FORM

FORM STATUS:

OPEN

DATE AND TIME OF CALL:

4/25/2018

6:00:00 PM

SUBJECT:

Request to add boat Ramp

CALLER NAME:

Cliff A. Weaver, EMA Director and Mike Connelly, Fire Chief

CALLER NUMBER:

812-483-7400

CALLER ADDRESS:**CALLER EMAIL:**

cweaver@evansville.in.gov

CALL TYPE CATEGORY:

MESSAGE OR PURPOSE OF CALL:

At the Mayor's townhall meeting in Evansville at Caze Elementary on 4/25/18, EMA Director Cliff Weaver and Mike Connelly Fire Chief spoke with Steve and A. J. about the need for a boat ramp. Currently, in the event of a "jumper" off the bridge (which happens about three times a year), a car derailment, or semi-derailment EMS crews must launch their boat from a public dock at Angel Mounds or near the Evansville Riverfront. This causes at least a fifteen-minute delay and possibly half hour delay. If a boat dock was built into the design S&R teams would have a great chance of saving lives. Attached is both Cliff Weaver and Mike Connelly's business cards.

FOLLOWUP NEEDED?☐**FOLLOWUP ASSIGNED TO:**

Dan Prevost

ATTACHMENTSIMG_2504.JPG
612.82 KB*(*) click twice*

From: Steve Austin
To: [Nicaise, Steven](#)
Cc: [Marshall Carrier \(Marshall.Carrier@ky.gov\)](#); [Lemon, Janelle](#); [Gary Valentine \(gvalentine@ky.gov\)](#); [Jim Poturalski \(jpoturalski@indot.in.gov\)](#); [Prevost, Daniel](#); [Brad Schneider](#)
Subject: RE: I-69 ORX Letter Re: US 41 Bridges
Date: Wednesday, May 09, 2018 3:37:01 PM
Attachments: [image001.gif](#)

Thank you for the opportunity to respond to the Adaptive Re-use of Existing US 41 Bridges options for the City of Henderson.

First, I do not see a good possibility of the existing US 41 bridges as a bike or walking alternative. There are no safe or direct connections for citizens on either side of the river for utilization. IF the bridges were closer to Henderson and Evansville and there were connectivity opportunities for citizens for walking or biking, I would feel differently. However, there simply is not. There would need to be miles of new walk-ways to connect for a use to become practical for walking/biking –and I just don't see any citizens taking on that six or more mile journey to connect.

Second, under the stated purpose of the I-69 crossing project, which is:

–“provide cross-river system linkage between I-69 in Indiana and I-69 in Kentucky that reduces traffic congestion and delays and improves safety for cross-river traffic,”

-- And, with the fact that studies indicate that 70 to 75% of the current traffic on the existing bridges will stay and continue –both of those bridges should remain open for two way traffic. Congestion, delays and safety are currently concerns every week (and sometime every day) on the twin bridges, and reducing that cross traffic to 50% of current crossing while traffic counts are predicted to be significantly higher than half will not help the situation at all.

In my opinion, all three build alternatives should have a minimum of 8-lanes crossing the Ohio River to reach the stated goal. To my knowledge, the Henderson/Evansville Metro area is the largest with river crossings that do not have at least eight total lanes. . People that live in Henderson/Evansville –and the area know and understand that well. That's the reason for the objections for a single bridge was clearly stated to in every community forum.

Kentucky and Indiana can and should maintain the existing bridges over the next 30 years through its road fund budgets. (Maintenance on those two bridges is currently in Kentucky's road plan.) Long term maintenance of existing infrastructure should not be piled on to the construction cost for new infrastructure in my opinion.

“That's my story and I'm sticking to it...” I know the problems that will face local citizens if the two existing bridges are not left in place.

Steve Austin

From: Nicaise, Steven [mailto:Steven.Nicaise@parsons.com]
Sent: Wednesday, May 9, 2018 1:54 PM
To: Steve Austin
Cc: [Marshall Carrier \(Marshall.Carrier@ky.gov\)](#); [Lemon, Janelle](#); [Gary Valentine \(gvalentine@ky.gov\)](#); [Jim Poturalski \(jpoturalski@indot.in.gov\)](#); [Prevost, Daniel](#)
Subject: I-69 ORX Letter Re: US 41 Bridges

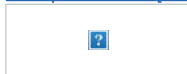
Mayor Austin,

As discussed, attached is a copy of the letter that we sent on April 5, 2018. If you would please respond either via email or hard copy formal letter indicating if the City of Henderson is interested in discussing the possible reuse and transfer of ownership for any bridge(s) that may be taken out of service for traffic as a result of the I-69 ORX project.

Respectfully,

Steven G. Nicaise, PE, PMP™
Vice President – Infrastructure, Civil/Structures
steven.nicaise@parsons.com - +1 502.653.6622 Mobile +1 502.439.1023

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From: Brad Schneider <bschneider@hendersonky.us>
Sent: Wednesday, May 09, 2018 4:12 PM
To: Steve Austin
Cc: Nicaise, Steven; Marshall Carrier (Marshall.Carrier@ky.gov); Lemon, Janelle; Gary Valentine (gvalentine@ky.gov); Jim Poturalski (jpoturalski@indot.in.gov); Prevost, Daniel
Subject: Re: I-69 ORX Letter Re: US 41 Bridges
Attachments: image001.gif

Hello all,

I agree with the mayor's assessment, both that neither twin bridge would lend itself for use as a pedestrian/biking bridge and in his desire for the states to continue to maintain both twin bridges for use by vehicles.

But if that is not feasible and only one twin bridge can be left for auto traffic, Henderson County does not by itself have the desire or the means to take ownership of and maintain the other twin bridge.

Sincerely,
Brad Schneider
Henderson County Judge-Executive

On May 9, 2018, at 2:37 PM, Steve Austin <saustin@cityofhendersonky.org<mailto:saustin@cityofhendersonky.org>> wrote:

Thank you for the opportunity to respond to the Adaptive Re-use of Existing US 41 Bridges options for the City of Henderson.

First, I do not see a good possibility of the existing US 41 bridges as a bike or walking alternative. There are no safe or direct connections for citizens on either side of the river for utilization. IF the bridges were closer to Henderson and Evansville and there were connectivity opportunities for citizens for walking or biking, I would feel differently. However, there simply is not. There would need to be miles of new walk-ways to connect for a use to become practical for walking/biking –and I just don't see any citizens taking on that six or more mile journey to connect.

Second, under the stated purpose of the I-69 crossing project, which is:

–“provide cross-river system linkage between I-69 in Indiana and I-69 in Kentucky that reduces traffic congestion and delays and improves safety for cross-river traffic,”

-- And, with the fact that studies indicate that 70 to 75% of the current traffic on the existing bridges will stay and continue –both of those bridges should remain open for two way traffic. Congestion, delays and safety are currently concerns every week (and sometime every day) on the twin bridges, and reducing that cross traffic to 50% of current crossing while traffic counts are predicted to be significantly higher than half will not help the situation at all.

In my opinion, all three build alternatives should have a minimum of 8-lanes crossing the Ohio River to reach the stated goal. To my knowledge, the Henderson/Evansville Metro area is the largest with river crossings that do not have at least eight total lanes. . People that live in Henderson/Evansville –and the area know and understand that well. That's the reason for the objections for a single bridge was clearly stated to in every community forum.



MEETING SUMMARY

Date: Jan. 26, 2021

Time: 6:00 – 7:30 PM CT

Meeting: Henderson City-County Planning Commission

Location: By Zoom and Facebook Live

Attendees:

Henderson City – County Planning Commission

Brian Bishop, executive director

David Dixon, chairman

David Williams, vice-chairman

Bobbie Jarrett, treasurer

Mac Arnold

Dickie Johnson

Gray Hodge

Gary Gibson

Bart Boles

Stacy Denton

Doug Bell

X.R. Royster

Heather Lauderdale

Local officials

Brad Schneider, judge-executive

Steve Austin, mayor

Buzzy Newman, city manager

Charles McCollum, Henderson County magistrate, District 5

Doug Boom, city engineer

Tom Williams, Henderson Water Utility

Tara Barney, president, Southwest Indiana Chamber

Evan Gorman, 14 News

John Martin, The Gleaner and Courier & Press

Chuck Stinnett

Beth Moran

Kevin Hearin



Tommy Joe Fridy
Warner Mattingly
TJ Gilpin
Key Modi
Ron Faupel
David McGan
Bill Stark
Bill Bercaw
Jonathan McQuinn
Paul Rideout
Jeff Troxel
Julie Hauser
Other attendees via Facebook Live

Project Team

Gary Valentine, KYTC
Deneatra Henderson, KYTC
Jason Ward, KYTC
Steve Nicaise, Parsons
Dan Prevost, Parsons
Chuck Allen, Parsons
Kyle Chism, Parsons
Corinna Goodwin, Parsons
Jerry Leslie, AEI
Kevin McClearn, AEI
Ben Quinn, AEI
Amy Williams, TSW
Paul Looney, EA Partners
Clive Weller, EA Partners
Ray Robison, Jr, Burgess & Niple
Berry Craig, C2 Strategic
Mindy Peterson, C2 Strategic

1. Project Presentation

Gary Valentine, KYTC executive advisor, presented interchange refinements for the US 60 and US 41 interchanges and innovative ideas for the KY 351 interchange with I-69. He first provided an I-69 ORX project overview and update and outlined the preferred alternative, Central Alternative 1B, that includes a tolled, 4-lane I-69 crossing and a non-tolled US 41 bridge. G. Valentine also outlined the anticipated schedule for construction of Section 1 and Section 2 and funding needs. Construction on Section 1 (KY 425 to US 60) is expected to begin in 2022 and conclude in 2025. Construction of Section 2, which includes the river crossing, is expected to begin in 2027 and conclude in 2031, although G. Valentine indicated the states are looking for ways to accelerate the schedule.

The US 60 refined interchange would extend a 5-lane urban arterial through the interchange (similar to US 60 to the west of Wathen Lane) with improved access to the NE quadrant of the

interchange and Tillman Bethel Road.

The US 41 refined interchange shifts the interchange to the north and includes a detention basin for Canoe Creek. Benefits include reducing the number of bridges needed, reducing downtown flooding and providing needed fill material to build I-69. It also provides the opportunity for several development opportunities after Section 2 construction.

Three innovative interchange options were provided for the KY 351 interchange with the Project Team's Jerry Leslie outlining that all would create gateway, streetscaping and landscaping opportunities for the city of Henderson. They include a single-point urban interchange (SPUI), a double roundabout and a triple roundabout option. The presentation included short video excerpts to better explain traffic movement for a SPUI and roundabouts.

G. Valentine also outlined the project timeline and indicated the environmental study is expected to be complete this year with a Record of Decision from Federal Highway. The team will be developing a formal cost estimate and financial plan. KYTC has already started acquiring some properties with full acquisition to begin in April. Construction on Section 1 is expected to begin in 2022.

The full presentation can be viewed here: <https://i69ohiorivercrossing.com/wp-content/uploads/2021/01/Henderson-City-County-Planning-Commission-Meeting-Presentation-January-2021.pdf>.

2. Questions and Answers

Q: This is a high traffic corridor, especially for school buses. Would that pose challenges, especially with the triple roundabout option? Would it be designed for buses and semi-trucks?

A: Yes, the roundabouts will be designed to carry buses and semi-trucks. S. Nicaise referenced a roundabout interchange at US 62 in Clark County, Indiana that is close to the Amazon distribution center and carries a high volume of truck traffic.

Comment: Dave Williams also expressed concerns about the triple roundabout option near the school and congestion and safety issues.

Response: Traffic studies have been conducted and more detailed traffic studies will be conducted.

Comment: Tommy Joe Fridy thought the triple roundabout option may be a better way to efficiently move school buses in and out of the middle school in the morning and afternoon. He suggested getting input from school officials as detailed traffic analysis is gathered.

Comment: Dickie Johnson indicated he was initially skeptical of the options but believes the triple roundabout may be the best option to efficiently move traffic.

Comment: Tom Williams thinks the double roundabout may be the best solution. He referenced roundabouts that work well elsewhere, such as I-70 in Vail, CO. He believes the double roundabout would be a signature interchange that could provide a gateway to Henderson and draws attention to 2nd Street. He applauded KYTC and the Project Team for its efforts.

Question: Brian Bishop (Planning Commission) suggested the Planning Commission consider a preference on landscaping vs. streetscaping.

Response: G. Valentine indicated the Project Team is working with a design firm and will be getting feedback from the Planning Commission through Brian Bishop's participation in a streetscape workgroup.

Comment: D. Williams asked how much traffic is expected to continue to use US 41 after the I-69 bridge is constructed.

Response (confirmed post meeting): Traffic modeling shows a fairly even split in traffic on the river crossings in 2045, with about 27,000 vehicles per day expected on the US 41 bridge and about 24,000 vehicles per day expected on the I-69 crossing.

Comment: B. Bishop asked for a copy of the presentation to share. It was shared that evening and posted to the project website.

Question: (Gray Hodge) Will plans be available?

Answer: G. Valentine will work with the Project Team to share drawings through the project website.

Question: (Bill Stark/Facebook): Is the main goal traffic safety or saving money by having to purchase less land?

Answer: G. Valentine says the goal is to complete I-69 safely and efficiently while being fiscally responsible.

Question: (Tom Williams): Are US 41 improvements and sidewalks included?

Answer: The existing US 41 strip is not part of this project. Sidewalks are part of the 351 project and sidewalks work well with roundabouts.

Comment: (B. Schneider): Local community leaders, advocates and officials will be key to enhancing opportunities for the US 41 strip. B. Schneider also praised the Project Team for its efforts.

Question: Central Alternative 1B calls for retaining one US 41 bridge, correct?

Answer: Yes, but both US 41 bridges will be in use until I-69 ORX is constructed and the decision could be revisited should circumstances change.

Comment: (Ron Faupel/Facebook): He's excited about the 351 options and indicated Kimsey Lane is the main route for cyclists so bike paths on the new road would be a great addition.

Response: G. Valentine thanked him for his comments.

Comment: (Tara Barney/Facebook): This is a very exciting project for the Henderson region. She thanked the Project Team for the information.

Comment (D. Williams): Commented on possible future development south of Henderson to Webster County and asked about future interchanges planned to the south.

Answer: (D. Henderson): Nothing is currently planned.

Question (E. Gorman/Facebook): When are results of the more detailed traffic studies expected?

Answer: Preliminary models are done. There's no timetable yet for the more detailed analysis.

Question (D. McGan/Facebook): Does Section One impact the proposed development of the Sports Complex in any way?

Answer: There is no impact.

Comment: (D. McGan/Facebook): He commented the type of signage used will have a significant impact on the amount of traffic coming to US 41.

Comment: C. McCollum mentioned the opportunities for incorporating horse trails and mentioned access to Green River Forest and a bike path behind Walmart and an opportunity to tie these items together.

Response: The Project Team's D. Prevost was asked to take a closer look and has since responded to B. Bishop to reiterate that a section of the Merrill Way Trail will be affected by the project but will be relocated and its connection to Kimsey Lane restored. Central Alternative 1B would maintain all existing roadway connections, allowing those routes to remain options for trails/bike routes in the future and the Project Team communicates with the City regarding opportunities to support its long-term multi-modal goals.

Question: (J. Troxel/Facebook): Was the presentation recorded?

Answer: Yes, it will be available on the Henderson City-County Planning Commission Facebook page.

Question: (J. Hauser/Facebook): Is there a map of this crossing?

Response: Maps will be posted on the project website: [I69OhioRiverCrossing.com](https://i69ohiorivercrossing.com).

The interchange refinement maps have since been posted: <https://i69ohiorivercrossing.com/wp-content/uploads/2021/01/Interchange-Refinement-Maps-January-2021.pdf>.

MEETING SUMMARY

Date: Feb. 3, 2021

Time: 10:00 – 11:00 AM CT

Meeting: Henderson County Schools/351 Interchange

Location: Teams meeting

Attendees:

Steve Steiner, Henderson County Schools, assistant superintendent

Wes Alexander, Henderson County Schools, director of transportation

Nick Eastham, North Middle School, principal

Jason Ward, KYTC, project team

Dan Prevost, Parsons, project team

Jerry Leslie, American Engineers Inc., project team

Paul Looney, EA Partners, project team

Mindy Peterson, C2 Strategic, project team

J. Ward led team introductions and explained the purpose of the meeting was to gather additional feedback on school travel patterns, share two concepts for the KY 351 interchange and get feedback from school officials on the interchange options.

1. School Travel Patterns and Volumes

S. Steiner explained that KY 2084 is a very busy intersection with heavy traffic at the Board of Education office (first building at the eastern entrance) and North Middle school. W. Alexander provided specifics on bus traffic and N. Eastham provided information on car riders and walkers.

a. Hours and Traffic

- i. About 50 people work at the Board of Education.
- ii. Workday is 7am to 5 or 5:30pm.
- iii. Doors to North Middle open at 7am with 7:55am to 3:25pm school day.
- iv. Several after-school activities extend the school day for many.
- v. The morning is the busiest for traffic and the afternoon is the busiest for pedestrians with most pedestrians coming from the high school to the middle school.

b. Buses and Traffic Patterns

- i. There are @25 buses in the morning and 15-17 buses in the afternoon.
- ii. There are @60 buses in the entire fleet for Henderson County schools and all travel this portion of KY 351 twice a day (morning and afternoon).

- iii. There are @6 buses with midday runs for preschool and special education.
- iv. North Middle School buses enter at the KY 2084 entrance (near Palmer's Market), travel to the front of the school and exit to the west (west of Franklin Street).
- v. A crossing guard is at the KY 2084 entrance near the Board of Education.
- vi. A staff member is posted at the KY 351 exit to assist with buses departing and students exiting on foot in the afternoon.
- vii. The school system used a transfer system at the middle and elementary schools prior to COVID-19 but may not return to that system.
- viii. The bus garage is due south of the high school.
- c. Car Riders
 - i. Car riders begin drop-off around 7am. It remains busy 7am to 8 am.
 - ii. Access is from Klutey Park using the first entrance and traveling to the back of the school before exiting at the second entrance close to the softball field.
 - iii. The same route is used in the morning and afternoon.
 - iv. About 100-150 cars drop off in the morning and about 50-70 cars pick up students in the afternoon.
 - v. Most cars are coming from the east.
 - vi. Car riders can back up in the morning. The backup can extend to Second St. The team asked if 351 ever backs up to KY 2084 with the backup on Second Street. School officials said it was not a problem.
- d. Walkers
 - i. There are about 20 walkers in the morning and about 50 in the afternoon.
 - ii. Most are traveling west toward downtown, but some are traveling east toward the high school.
 - iii. Most walkers use the same KY 351 exit as buses with a staff person posted there.
 - iv. Several go to the shopping center parking lot across KY 351 to meet their parents/ride home.
 - v. About 20-25 walkers travel from the high school to North Middle in the afternoons.
 - vi. About 10 walkers travel east to the high school in the mornings.
- e. School Enrollment and Hours
 - i. North Middle, 850 students: 7:55am to 3:25pm
 - ii. Henderson County High School, 1,800 students: 8:00am to 3:25pm
 - iii. East Heights Elementary School, 400 students: 7:30am to 2:30pm

2. Group Discussion

W. Alexander expressed concerns about buses backup up in the roundabout and overall traffic volume and possible backups. J. Ward explained that roundabouts are free-flow and should help with backups. The Project Team had follow-up questions to clarify travel patterns.

Q: Do buses back up on KY 351 in the morning or afternoon?

A: No, there's ample room to keep the buses moving.

Q: Is there any situation where backups happen at KY 351?

A: There's more of a backup at the high school where the first entrance is the car rider line. There

are times when traffic getting in and out will back up past Arlington Drive. The school has a staff member at the entrance to let 20-30 cars out at a time. Traffic control is at the bus entrance and controls buses in and out and traffic

Q: There's no pedestrian access on the north side of the interchange with sidewalks only on the south side. Would it be beneficial to have pedestrian access on both sides of KY 351?

A: Most people are on the south side where the sidewalks are available. There's limited need on the north side.

Q: Where are kids crossing 351 at North Middle?

A: Most cross at the bus exit. Only about 6 students cross at the entrance at KY 2084 where a crossing guard is posted. The guard is there to assist buses and administration traffic entering and exiting.

3. Presentation of Triple-Roundabout Option

J. Leslie shared preliminary design for the triple-roundabout option and explained that turning radiuses would be designed for buses and semis to easily navigate. Roundabouts enhance safety reducing conflict points and calming/slowing traffic. A typical intersection has 32 conflict points. A roundabout has 8. There is improved efficiency with continuous flow and there would be islands in the middle for pedestrians crossing, with pedestrians only having to look one way for oncoming traffic.

Comments and Discussion

Comment: (S. Steiner) Is concerned about the volume of cars and the double lanes and wonders if people will understand how to use the roundabout.

Response: (J. Leslie) There will be a dedicated right turn lane to the school coming off of the southbound ramp, with three lanes total in the area. The third lane drops off at the school entrance.

Response: (P. Looney) There is a learning curve with roundabouts, but it's typically a pretty quick one with public education campaigns in advance. Improved pavement markings also help in navigation.

P. Looney clarified that with the partial interchange at KY 2084 is being removed with this concept and traffic will be going through the KY 351 interchange. S. Steiner was concerned about the increase in traffic volume. P. Looney indicated when converting to an interstate, two ramps can't exist in such close proximity. J. Ward also indicated that not all traffic will come through KY 351. Some will use the KY 425 interchange with I-69.

4. Presentation of Double-Roundabout Option

J. Leslie also presented a 5-legged, double-roundabout option. It would close KY 2084 in front of the school. It also includes the dedicated right lane off I-69 to the school, without the need for school traffic exiting the interstate to enter the roundabout. S. Steiner indicated this is a big benefit because the majority of car riders are using the SB off-ramp to get to the school. The Project Team is confirming with school officials if most buses are also using the interstate off-ramp or if most buses are coming from the east.

5. Discussion of KY 351 Interchange Options

J. Leslie indicated that it's important for the Project Team to understand the preference of the school system when considering the double and triple roundabout options.

Comments

- S. Steiner indicated he sees the benefit of having the third roundabout to assist with traffic volumes. This would also likely eliminate the need for a crossing guard at the east entrance.
- There can be significant backup at KY 2084, especially in the morning, when 15 cars can be waiting to cross. There are also backups to turn right to Klutey Park to drop off kids. (S. Steiner)
- W. Alexander expressed concerns about buses in the roundabout being able to get right to the dedicated turn lane to the school. J. Ward believes that drivers will acclimate quickly.
- With the double-roundabout, KY 2084 will tie into the western roundabout. There will be no direct access to KY 2084 in front of the school. S. Steiner believes this could be a major benefit to the school system in managing traffic in the area.

6. Conclusions

S. Steiner indicated that the school system didn't see or hear anything that would prevent either interchange option from being a workable option.

Comments

- J. Leslie will do additional modeling with the new information regarding the number of school buses and travel patterns.
- S. Steiner indicated he likes the double roundabout option that moves KY 2084 traffic away from the school.
- S. Steiner thanked the Project Team and requested drafts of the concepts to share with Superintendent Bob Lawson.
- The Project Team also indicated it's preparing simulations of the two interchange options. J. Ward will provide drafts of the concepts to S. Steiner this week and share the simulations when they are complete next week.

Meeting ended at 11:10 a.m.

MEETING SUMMARY

Date: March 4, 2021

Time: 2:00 – 3:00 PM CT

Meeting: Henderson County Schools/I-69 & KY 351 / 2nd St

Location: Teams meeting

Attendees:

Steve Steiner, Henderson County Schools, assistant superintendent

Wes Alexander, Henderson County Schools, director of transportation

Nick Eastham, North Middle School, principal

Jason Ward, KYTC, project team

Deneatra Henderson, KYTC, project team

Dan Prevost, Parsons, project team

Jerry Leslie, American Engineers Inc., project team

Paul Looney, EA Partners, project team

Berry Craig, C2 Strategic, project team

J. Leslie shared the triple roundabout flyover video highlighting I-69, the new interchanges, the existing school entrance and the connections to each of the three roundabouts.

1. Work since last meeting

J. Ward explained that traffic modeling, analysis and studies since the last meeting determined the triple roundabout operates better with fewer conflict points than the double roundabout for both general traffic movements around Henderson and school entrance and exit traffic.

- a. The double roundabout created more conflict points and traffic issues.
- b. The triple roundabout makes school entrances and exits safer for buses and pedestrians.
- c. The visualization shown is based on area traffic models and includes a dedicated right turn only lane to the school to help buses travel safely.

2. Triple Roundabout Overview

J. Ward explained how buses and other traffic would enter the school by progressing 3/4 around the roundabout and J. Leslie highlighted the benefits of the dual lane design. The exterior lane of the roundabout allows for direct bus access to the school entrance, reducing conflicting movements and lane changes. Once the bus enters the roundabout, it has the right of way to safely proceed to the school. Vehicle in the roundabout have the right of way, with entering traffic pausing for

vehicles in roundabout.

- a. S. Steiner asked for clarification on dedicated school turn lane. J. Ward explained the dedicated turn lane ends at school. People not entering merge back into roundabout.
- b. The roundabouts will remove the need for a crossing guard directing traffic in/out of school, improving student safety.

3. Conclusion, Comments/Discussion:

Comment: (S. Steiner) is concerned about buses from downtown going to the school and being sure they know how the route works.

Response: (J. Ward) The learning curve for roundabouts is quick, but the Project Team is happy to share these videos with bus drivers, speak to them or share a route-specific presentation on how to navigate the new lanes.

Comment: (S. Steiner) wanted to know the anticipated construction start and end dates.

Response: (J. Ward) noted while they cannot speak to intersection specific construction dates, ORX Section 1 is anticipated to be under contract by Christmas 2021 with general construction beginning in spring 2022 (April/May) with work complete by fall of 2024.

Comment: (S. Steiner) said W. Alexander can share the video with bus drivers as needed and J. Ward offered again to show bus drivers how the roundabouts work, offering training.

Response: (J. Leslie) also highlighted the concrete truck apron that gives bus drivers and others a little more room to safely maneuver or move over in the event of an emergency.

Comment: (J. Ward) detailed the grassy safe zones and pedestrian crosswalks around Palmer's Market and the roundabouts. Pedestrians currently cross 5 lanes of traffic. The triple roundabout design means there is only traffic in one direction in relation to people crossing the lanes. Pedestrians enter a grassy middle area then continue across the next lane. This reduces potential accidents and conflict points. All pedestrian crossings are single direction crossings with a safe haven in the middle. The actual school entrance remains as is.

Comment: (S. Steiner) expressed his approval for the triple roundabout.

Response: (J. Ward) said it is also a gateway opportunity for Henderson with streetscaping and landscaping options.

Comment: (S. Steiner) highlighted how you have to be cautious crossing multiple lanes, looking both directions. The triple roundabout should be a positive change.

Comment: (S. Steiner) noted the superintendent wasn't available but he would also want to see the items discussed. S. Steiner said they would like the Project Team to come speak in person/virtually to the school board to discuss the findings. They meet the third Monday of every month.

Response: (J. Ward / D. Henderson) both reiterated they would be happy to and expressed how much they are looking forward to in-person meetings again. Only virtual presentations are currently permitted. J. Ward noted April/May would be ideal timeline to meet with board.

Comment: (S. Steiner) asked about the status of KY 2084.

Response: (J. Ward) noted the ramp will be removed and a left turn lane and light will be added around the high school with I-69 construction.

Comment: (S. Steiner) thanked and looks forward to Project Team discussions with the board in the near future.

Meeting ended at 2:43 CT.

Steve Austin, Mayor

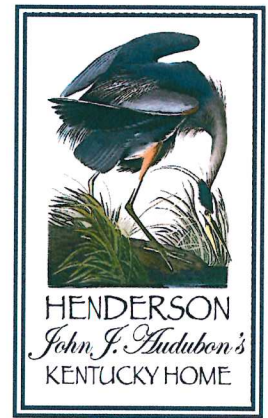
Commissioners:
Robert N. Pruitt
Bradley S. Staton
Rodney Thomas
Austin P. Vowels



The City of Henderson

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

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



March 19, 2021

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

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

Dear Mr. Corbin:

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

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

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

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



Mr. Daniel Corbin
March 19, 2021
Page Two

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

Sincerely,

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

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

/dmc

Steve Austin, Mayor

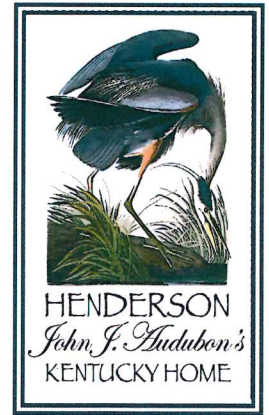
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March 19, 2021

Mr. Gary Valentine
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

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

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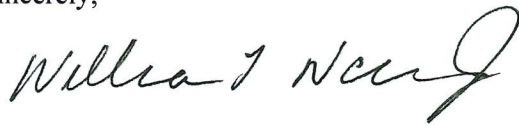
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Mr. Gary Valentine
March 19, 2021
Page Two

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

Sincerely,

A handwritten signature in black ink, reading "William L. Newman, Jr." in a cursive style.

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

/dmc

Meeting Title: Safe and Accessible Streets Workgroup

Meeting Date: June 10, 2021

Meeting Time: 10:30am – 12:00pm

Meeting Attendees:

Amy Marisavljevic	Indiana Department of Natural Resources
Kim Irwin	Health By Design
Noelle Szydlyk	Indiana Destination Development Corporation
Danielle Frey	Bicycle Indiana
Marjorie Hennessy	Health By Design
Brandon Burgoa	Indiana Department of Transportation
Ross Tepe	Indiana Department of Natural Resources
Daniel Corbin	Indiana Department of Transportation

Quick Introduction/Background:

The US 41 Bridge was the first P3 project from INDOT's perspective. INDOT took it over in the 1940s, and the Southbound bridge was constructed as added capacity.

Preferred Alternatives Discussion:

Toll the new 4-lane interstate /crossing. The northbound US 41 Bridge will remain in service, but Southbound will be taken out of service. KYTC is working with FHWA for a preservation plan.

Project is located south of levee system, south of Evansville. I-69 wraps around Evansville and acts as part of said levee. State has specific rules and regulations regarding flooding. Legislative code reads that no project can be constructed if it increases flooding by 1/10th of a foot (cannot impact anywhere upstream of the project).

Timeline-wise, this single preferred alternative was just finalized. Project team was unable to move forward to the FEIS until they narrowed it down to 1 single alternative. The difference between the two alternatives was the tolling aspect (Tolling only I-69 or tolling both I-69 and US 41).

Tolling both bridges would have resulted in a significant impact to Environmental Justice communities. Phase one is work that starts in 2022 that KY is funding that ends at US60 just South of ORX. Phase two of the project picks up once phase one starts to wind down for construction in 2025. Phase two lets in 2025 construction in 2027, planned to be completed by 2032. The FEIS is going to be published in September of this year(2021).

There is a Federal Legislative push to accelerate infrastructure projects of this kind.

Question: How would you suggest answering the advocacy question? "Why wasn't our voice heard?"

Project took a very specific look at Active Transportation and discussing this with the community. Community Advisory Committee was established as a part of the EIS. Other stakeholder groups included

an Environmental Justice Committee, Trails/Parks Depts., folks from City of Henderson, Vanderburgh County, etc.

INDOT and KYTC would be happy to be partners for pedestrian/bicycle accommodation, if a future plan is in place. Having those local and regional long-range plans reflect pedestrian and bicycle connectivity or active transportation facilities help organize the maintenance and upkeep for infrastructure, and the pedestrian and bicycle accommodations are possibilities for future projects, given the necessary resources, research, and managing agencies.

Conclusion:

Northbound structure remains intact throughout its 35-year design life cycle. Southbound bridge would be removed. In Louisville, the Waterfront Development Corporation (WDC) took the responsibility from KYTC for management of the Big Four Bridge. If there is an organization who will undertake this responsibility in Evansville/Henderson, there is a chance the extra US41 bridge can be preserved. KYTC has offered the bridge up to the local communities, but they have declined.

The best model will be the Louisville WDC, VERY proactive, good best practices organization. Another model could be the Purple People Bridge in Cincinnati (Boone County, KY and Hamilton County, OH) – those community authorities manage and continue to coordinate with the various bridges in the area. Louisville WDC is the “gold standard” of these types of organizations.